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JANUARY 3, 1959

# The SPHERE

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– THE WORLD'S NEWS IN PICTURES

## TRAVEL AND HOLIDAY NUMBER

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**RESORTS, TOURS, TRAVEL DIARY AND ADVICE**

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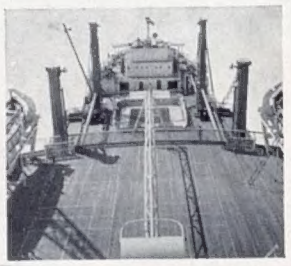

*The "City of Durban" restaurant spans the full width of the ship and seats all passengers at one service.*

*The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool, promenade deck, drawing-room, smoke-room, library and a well-stocked ships' shop and hairdressing salons.*

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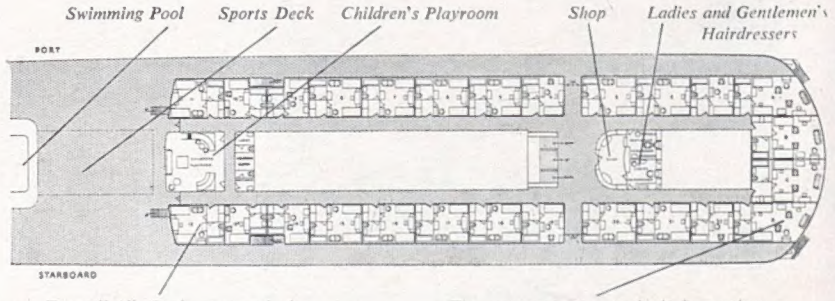


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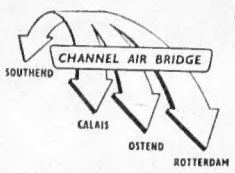


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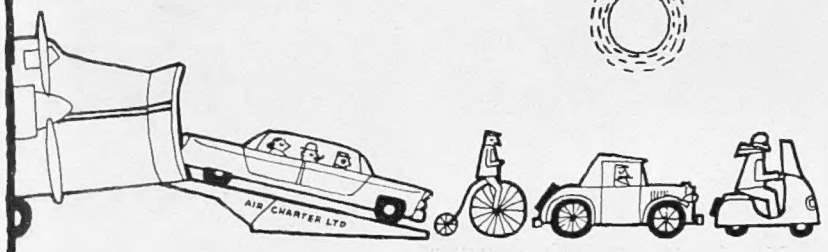


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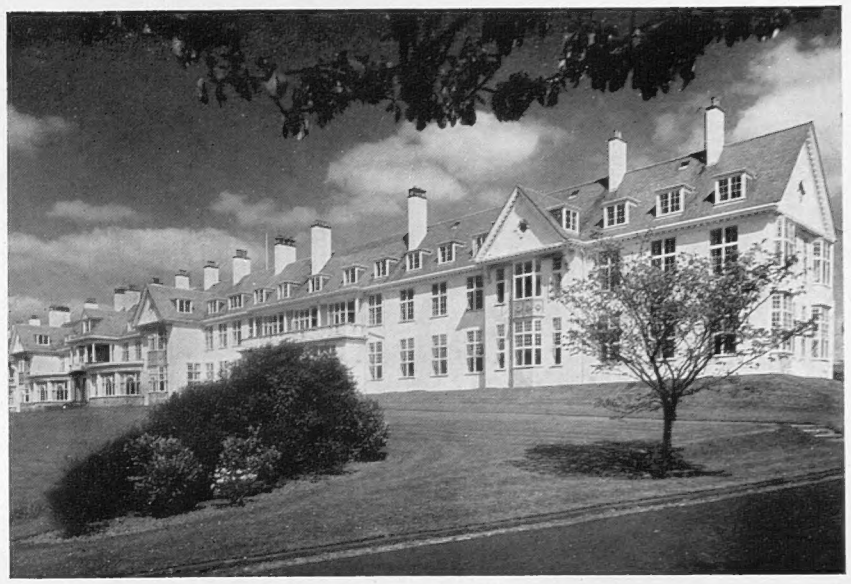

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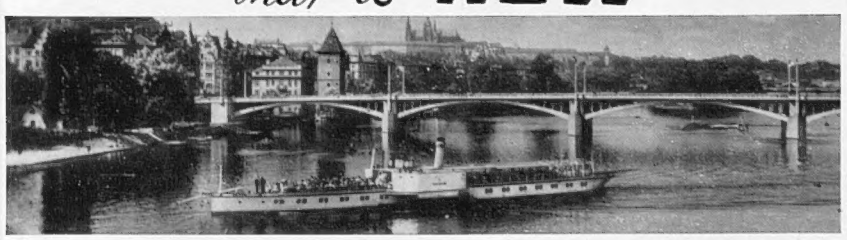

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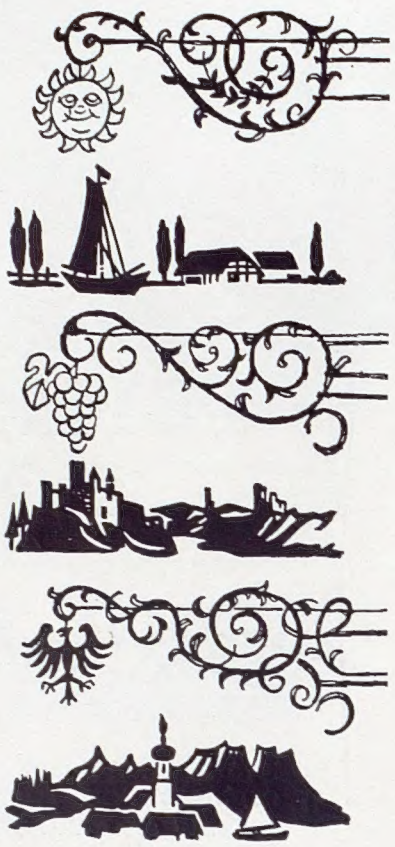

Germany has much to offer, such as the Baltic and North Sea resorts with their fine sands —a cruise on the Rhine or a lake steamer — the tonic air of the Black Forest — majestic Alpine scenery — medieval towns and villages — excellent motor roads and the Autobahn— its railway network — sports — music festivals — traditional folklore events — comfortable hotels and inns with national dishes and wines.

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Volume CCXXXVI No. 3066

The SPHERE, London, January 3, 1959

# The SPHERE

with which is incorporated THE GRAPHIC

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ILLUSTRATED NEWSPAPER GROUP

**THE PRESIDENT-ELECT OF FRANCE—GENERAL DE GAULLE WITH THE OUTGOING PRESIDENT, M. COTY: Madame de Gaulle is second from right. The official announcement of General de Gaulle's accession to the Presidency is expected to be made next Thursday (January 8) when he will formally take over from M. Coty. The Presidential election took place on December 21 and resulted in a landslide vote for the General. He obtained 78·5 per cent. of the poll. His Communist opponent received 13·1 per cent. and the Left Wing candidate 8·4 per cent. In his last days as Prime Minister General de Gaulle announced the devaluation of the franc and his plans for restoring French financial stability.**

Under the previous French Constitution, the President was chosen by the two Houses of Parliament. The new system, introduced by General de Gaulle and overwhelmingly approved by national plebiscite, allowed a wider scope in the selection. Besides the Members of Parliament, the electoral college consisted of members of county and municipal councils, mayors of all villages, and in overseas territories the members of local assemblies. As was anticipated, the General gained a third great victory, following his triumphs in the Parliamentary elections and in the constitutional plebiscite. His formal assumption of office is due to take place next week, when he will take over from M. Coty. One of the new President's first tasks will be to appoint a new Prime Minister. A name being heavily tipped in political circles in Paris this week was M. Michael Debré, a Senator and member of the pro-Gaullist U.N.R. party. M. Soustelle, U.N.R. leader, is thought too controversial a figure for this post. Meanwhile, General de Gaulle's final period as Prime Minister himself has been notable for his sweeping currency reforms. (Paris during the Franc Devaluation, pages 10-11.)

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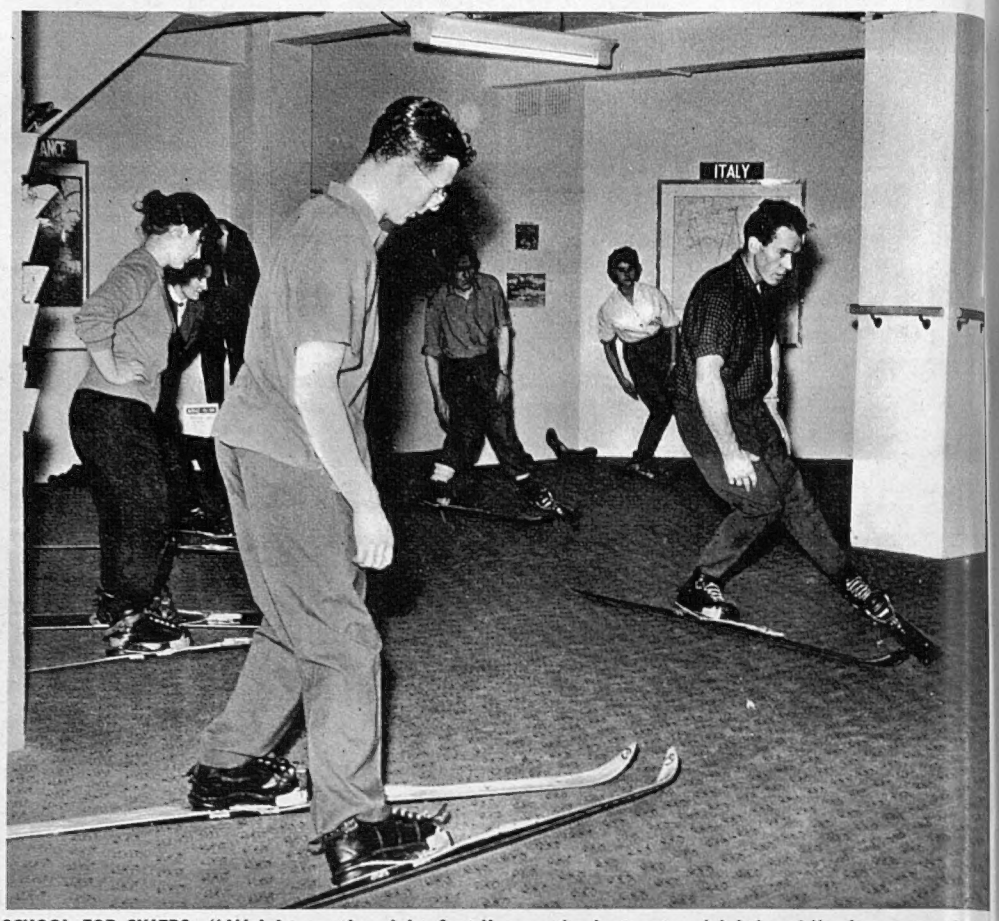
**A NEW EXTENSION TO LONDON'S ST. GEORGE'S HOSPITAL: The ambulance is using the new covered way which has been built at the Grosvenor Crescent entrance to the hospital. Formerly, ambulances stopped outside the main entrance to the hospital at Hyde Park Corner. The covered way forms part of the hospital's modernisation plans.**




**SCHOOL FOR SKIERS: "Weight on the right foot," says the instructor (right), while demonstrating th stem turn to a class at the London Winter Sports Centre pre-ski school. The course, which consis of six lessons, is of considerable value to beginners making their first acquaintance with the slope**

# A London Newsletter

195-198, STRAND, W.C.2.

**A 1959 Choice for the Nation?**—I presume that during this new year we shall be invited to decide whether in the matter of a Government we would "rather bear the ills we know than fly to others that we know not of." Well, of course, it is not a whole nation's choice which may be offered. A very large proportion of our nation ever since the wars have made up their minds into which panel to put their crosses, whenever an opportunity is given them. No amount of good work, no amount of desperate failure, on record will deflect them, no mere natural desire for change will influence them. The hard core, the bones and beak, of our electorate is made up of dyed-in-the-wool Socialists or Tories to-day. Elections are interesting only for the swivellings of the floating vote. How will the uncommitted, the wobblers, the fence-sitters jump? How will this minority weigh down a balance nearly equally poised by a majority of voters not to be influenced by the past and present successes and failures of their chosen parties? In the next months, we shall have confident predictions of the "date" and endless prophecies about the result of the General Election. We shall expect that proceedings in Parliament will be not entirely free from its shadow, and that the most statesmanlike utterances on rostrums and recording machines may be affected in some degree by its approach. The present Government's record at home has been better than most of us expected. International affairs, their dangers, misunderstandings and fearful problems, may seem to us to be a permanent and sombre background to our lives and private aims. That there exist "obvious" actions to improve international relations, which one party will not take and the other clearly perceives, I do not believe. I think both parties perfectly comprehend the dangers, the risks and the difficulties of all possible remedies, tried or untried, and that a Government of either party would stagger along the uphill track in the same boots. In the field of domestic economy there are clearer records to compare, and these may have a more immediate and important influence on the individual voter's all-important backyard and parish-pump preoccupations.

**An Individual Choice.**—For my part, such interest as I can whip up in party politics leaves me in the unfortunate position of being a fanatical supporter of neither main party. "The party I claim to belong to" is not in the picture except as a vaguely potential *spielmann*. I want what many want: abroad, an easing of international tension—and I fancy that either party is likely to go hammering on at that in much the same tentative, anxious way until the absurdity of the world situation at last is borne in on East and West, bond and free alike. At home, I want reduction in taxation and a considerable fall in the cost of living, both on a scale to be *appreciated*. The Tories have not got much further in the last four years—despite all the chestnuts they have pulled out of the fire since '51—than promise that these blessings are nearer accomplishment. But there will be a Budget in April, and when I recall the Socialist's latest promises of a Heaven for all of us on a blank cheque, I am prepared to believe that the Budget of 1959 may be rosy compared with the Budgets of the early '60's, should Labour win the day. Indeed, there is only one item of policy—a trivial one, though perhaps a tremendous trifle—into which I think a Socialist Government might breathe a little realism and common sense. It is probable that gradually they would knock out some of the hypocrisies which still survive in what all Governments claim to be a modern democracy, based on equality of opportunity in a "classless" state. The age of privilege still rampantly flourishes in Tory addiction to preserving outworn forms and traditions in trivial instances. Titles, for instance. The Honours Lists have become an absurdity. The House of Lords has long revealed a practical redundancy of three-quarters of its members, yet the only expedient which could find agreement has been the creation of a lot more Lords for life, with courtesy titles for their children! Although Labour statesmen have shown themselves by no means averse from peerages and have, in instances, even pressed for higher grading in the peerage, at least, I think, a Labour Government would do something to reduce hereditary creations of all kinds and to regulate the distribution of honours to a scale more in tune with modern conditions and the practices of other Western democracies.

**Bulganin's "Peccavi."**—Tidying up for Christmas, Mr. Bulganin "came clean" with a *mea maxima culpa*. He positively revelled in his past wickedness and thanked his gods that he had seen the light. All this sackcloth business is familiar to us from past criminal trials and confessions inside the Iron Curtain; and we have often suspected the provenance of such admissions where the criminals had clearly not much hope of gain or advancement in this world from making them. It may be different with Bulganin wearing ashes in his hair and a new cut sackcloth suit. It looks as if the reformed rake may be admitted back to the inner circle. But I wonder whether his confession has jumped the queue of his fellow-sinners and prevented poor Molotov and Malenkov from wearing similar new sackcloth and getting back the Government Whip. I thought Mr. B., in his grovelling confession, was rather hard on the Misters M., his fellow-sinners, and ungenerously blocked *their* re-entry through the golden gates. But there is no more fanatical gamekeeper than a reformed poacher, and I am sure Mr. B., if reinstated, will prove a great asset to Mr. K.'s team. In a scramble for place and power, the race is to the swift, and the devil takes the hindmost and keeps him in Siberia or some other wilderness.

**Islands of Unrest**—Perhaps there is something in the air of the Mediterranean that induces a lack of realism. In two of its famous islands at least their leaders appear to cry for the moon without thought of consequences or consideration of past, present or future conditions. And perhaps Malta is to-day the *locus classicus*. The Malta talks at the Colonial Office broke down before Christmas. It seems that Mr. Mintoff throughout demanded nothing less than immediate and full independence. The Secretary of State could not shake the delegation from that stand, and that precluded all efforts to discuss interim plans and proposals for the island's future. The Secretary of State pointed out clearly to the delegation exactly what immediate independence would imply for the Maltese (unless Mr. Mintoff presumed that Britain would pay for the cake which Mintoff ate). (1) The U.K. not only largely contributes to Malta's budget, but supplies, one way or another, 80 per cent. of her foreign exchange required to pay for her imports. (2) To U.K. activities Malta owes 75 per cent. of the value of her goods and services locally produced. (3) The U.K. directly employs over 25 per cent. of Malta's labour force and a large part of her civilian employment is maintained by the money spent by U.K.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Services and by civilians employed by the British Government. The only "concession" Mr. Mintoff would consider was a short period during which he could (without immediately creating mass unemployment and starvation in the island) look round for some other sources among the nations willing to assume the U.K.'s heavy burdens of trusteeship. If that stand does not represent Cloud-cuckoo recklessness of consequences for a vague and party-political ideal or slogan, I don't know where to look for it. As for Cyprus, 1958 ended hardly more realistically. It is hard to believe that a Christmas gesture could suddenly supply a key to unlock the gates of common sense, restraint and mutual understanding and make the past years of turmoil, hatred and murder a memory of far-off, forgotten things. Even the maddest have method in their madness.

**A Daniel Come to Judgment.**—To Colonel Wintle the 1958 Oscar for amateur counsel. In the House of Lords five Law Lords listened attentively to his lengthy arguments, allowed his appeal and granted him full costs (out of the estate of Miss Wells) to cover the actions in the Probate Court, the Court of Appeal and, of course, in the Lords. In this result several points interest me and seem worth comment. In the final court, needless to say, sentiment and side issues play no part; and, indeed, the same ideals govern procedure in the Probate and Appeal Courts. The five Law Lords set aside the verdict in the Probate Court on the ground of serious misdirection by the judge and reversed the Appeal Court's decision to dismiss the appeal before it on the same ground. They made it clear that, for the very reason that they respect and uphold the honest opinion of a jury and reject the argument that a solicitor who draws a will must *never* benefit under it, they regarded it as essential that in his direction or summing-up the Probate judge should have looked very carefully into the circumstances of the transactions—the state of mind and business knowledge of the testatrix, the question of whether she knew what she was doing and realised the amount of her estate, and that he had a clear duty to warn the jury that they must consider with special care whether in this case there *were* suspicious circumstances. They found that the judge had not sufficiently exercised this duty and that the majority of the Appeal Court had wrongly condoned his summing-up in dismissing the appeal. Here, we perceive that error is by no means an impossibility in the class—the judicial Bench—where human error is probably least prone to occur. In short, Colonel Wintle's "amateur" arguments revealed that, in a single case, no fewer than three senior judges had been "all at sea." One more reflection, on amateur and professional advocacy. It costs the earth to employ leading counsel in High Court actions. My own experience of legal proceedings has been, for the last thirty years at any rate, confined to the humblest courts, and I confess I often enough have felt that defendants who have paid to be represented could have saved their money, and possibly an adverse verdict, if they had "appeared in person." Though there are many brilliant exceptions, the average standard of petty-sessional advocacy is not very high.

**Working and Sleeping Underwriters.**—I have often heard of, and sometimes envied, men of my acquaintance who have a stake in underwriting syndicates at Lloyd's or otherwise. In many such syndicates a majority of the partners are sleeping partners. They put up their share of the working capital, from £10,000 upward, and sleep quiet in their beds while a "working" minority of their number put out their money to the best advantage; and unless Nature, or the Queen's enemies, are on the war-path, or unusually heavy claims are put in, their chosen leaders return them a handsome dividend. I knew one man who for ten years running would lease a grouse moor or deer forest on the annual harvest of his invested £10,000 without ever spending an hour "coffee-housing." This man flourished pre-wars. No doubt the risks have increased, the profits perhaps decreased. But since the wars, such sleeping partners have often continued to wake once a year to golden dawns, and it is only when Nature or Chance has decided to be unusually beastly or political *émeutes* abnormally destructive, that these sleepers have been jogged and reminded that, although their share of profits was limited to their stake, not so their liability, if profits fail and heavy losses occur. Then their whole fortunes are at stake, and, indeed, every one of them must first prove himself worth tens of thousands. It's a comfortable Utopia in good times. In bad, it is Utopia unlimited, or no place to be in. But "coffee-housers" never forget such rare risks or their friends, and keep a substantial fund to tide over, once in a way, their less fortunate working companions who collide with a hidden reef on a usually sunlit sea. There are, of course, very heavy liabilities on many part-paid bank and insurance shares, and with much less attractive potential annual profits, if less risk.

**THE SPRAT BOATS COME HOME: Sprats, caught in the Forth of Kincardine, are hoisted from the hold of a fishing boat to waiting transport. Sprat-fishing is an age-old local industry. The boats, no longer of use for deep-sea fishing, operate with boom nets in the vicinity of the Kincardine road bridge. The season extends from August to the turn of the year.**

**Obscenity and Obscurity.**—I took note of two debates in the Commons just before the Christmas recess. That on an Opposition demand for a new enquiry into "Suez" showed up the House in all its potential futility and indignity—a shouting match, not a debate. That on obscene publications showed the House at its best, as it sought, with integrity and serious purpose, to grapple with a very difficult, indeed almost insoluble, problem. Mr. Butler set the tone of the debate admirably. The bones and beak of the Government's partial acceptance of the proposals of the Select Committee's report are worth recording in full: Mr. Butler said the definition he proposed was: "For the purpose of this Act any matter should be deemed to be obscene if its effects in its context is such as to tend to deprave or corrupt or further to deprave or corrupt those persons likely to read, hear or see it. In determining what persons are likely to read, hear or see it, regard should be had to the circumstances in which the matter was found and the manner in which it was proposed to be, or was, published." These sentences are pregnant and contain the gist, as far as words can go, of what the Law should endeavour to regulate, and authors, publishers and booksellers endeavour to observe, in this most difficult question. The vital words are "in its context" and "the circumstances in which the matter was found and the manner in which it was published." He himself was utterly opposed to the sort of censorship necessary for the theatre being applied also to art and literature. But the difficulties of interpretation seem to me hardly a jot lessened by these careful phrases. Rightly enough, Mr. Butler rejected the idea that an average jury was competent to decide on literary merit. Still, as of old, it must make up its mind on the question of whether a book, a chapter or a passage is likely to corrupt the young, the weak-charactered or the over-sexed. In this decision, Mr. Butler's formula lends it some help. It must no longer judge on an extract. The whole must be read in its context. It must also judge such a doubtful book on the basis of where it was on sale, what persons were likely to buy and read it, and why it was written. It might be the production of a purely medical or scientific establishment, intended for the use of doctors, teachers and social welfare workers.

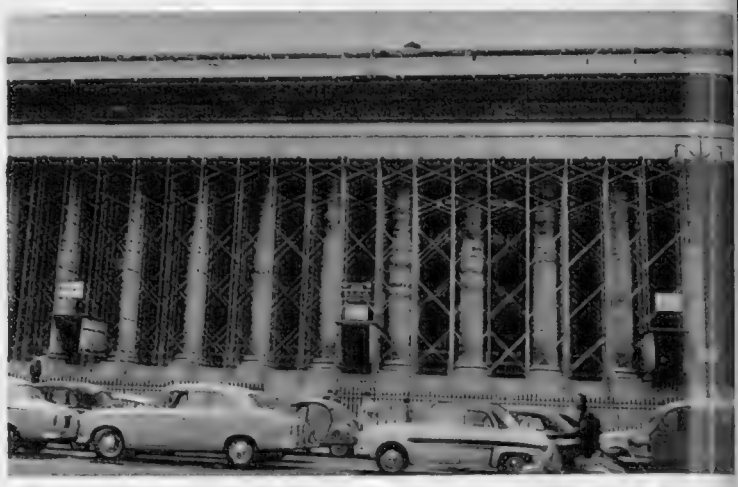
**PENGUINS ON PARADE: They are lined up at the London Zoo, in Regent's Park, for counting by Mr. George Newsom, the Head Keeper. The check was part of the annual census to ascertain the total number of animals, birds and reptiles in residence.**

**Who is to Judge?**—Perhaps this guidance is a help to juries, though I think they have always borne these principles in mind. The almost insoluble difficulty remains unrelieved: that is, how, and by whom, can a right judgment be reached as to where sheer literary merit purges the offence of obscenity and removes the danger of corruption? Since the Edwardian era on to the present day of brisk traffic in pornographic literature, it has been obvious that a measure of literary skill is necessary, if normal minds are to be seduced to "enjoy" such books. In their crudest form—and that is their usual form—the reading of them induces more of giggles than lust. But impressionable young minds (and old too) can be all too readily seduced by literary style. No one who has read Gide, for example, would dispute that. I should be interested to know what would be the majority opinion of the House of Commons, if they were asked to vote on a single volume—for example, Gide's *Si le Grain ne Meurt*, translated as "If it Die" ten years ago in England. They would take two or three passages "in their context." The autobiography is beautifully written and very largely devoid of offence even to puritans, yet there are passages in it which would surely be judged by utterly honest, experienced, sensible and well-educated men as, *for their very beauty* and amorality, likely to corrupt impressionable or weak minds and act as an encouragement to glorify vicious practices. Does "in their context," does "a limited edition," justify a publication in that category? Who is to judge?

THE OLD STAGER

THE FRENCH FINANCE MINISTER EXPLAINS THE NEW MONETARY MEASURES : M. Pinay addresses a Press Conference in Paris. He said that the currency would be devalued by 17.55 per cent. A new monetary unit worth 100 francs will be created. This will be gradually introduced.

READING THE NEWS : Latest editions of the Paris Press are eagerly scanned. The headlines are concerned with the devaluation of the franc and with the proposal to increase the guaranteed minimum wage for workers.



OUTSIDE THE BOURSE IN PARIS: Its doors are closed. The Stock Exchanges in Paris and in the French provinces were shut for the Christmas holidays and during the period of the announcement of the new financial measures.

# FRANCE DEVALUES THE FRANC

*Far-Reaching Financial Reforms in Paris*

Last week-end saw the introduction of very important financial measures in Western Europe. As was anticipated, the keynote of France's new budgetary policy was austerity. The franc was devalued by 17.55 per cent., giving a new rate of 1,382 to the £; subsidies on railways, electricity, gas and certain consumer goods were abolished or reduced; direct and indirect taxation were increased, as were post and telegraphic charges. A few concessions were made to the lower-income groups and the guaranteed minimum wage and the old-age pension were raised. A decision was taken to free 90 per cent. of France's foreign trade from quota restrictions. According to General de Gaulle, this would have the effect of restoring France to her international rank in the economic field. He made this statement in his broadcast to the nation in which he explained his financial policy. In Britain sterling was made freely convertible to residents outside the sterling area. The London and Paris decisions ended the European Payments Union.

PREPARING FOR THE DEVALUATION OF THE FRANC : M. Baumgartner (left), Director of the Bank of France, points a finger as he leaves the Hotel Matignon in Paris. With him is M. Rueff, President of the expert commission assisting the Finance Ministry. They had attended discussions before the franc devaluation.

M. MOLLET IN THOUGHTFUL MOOD: The Minister of State in General de Gaulle's Government leaves the Hotel Matignon after the meeting at which devaluation was discussed. M. Mollet was Premier during the Suez crisis.

GENERAL DE GAULLE ADDRESSES THE NATION: The Prime Minister and President-elect is seen during his talk on television and radio networks, in which he explained the purpose of the financial and economic changes. He told the French people that he and his Cabinet had "taken the decision really and truly to put our affairs in order" and warned listeners that unless the nation stood on "a basis of verity and severity," they would "lag behind perpetually, oscillating between drama and mediocrity."

ADVOCATE OF FINANCIAL AUSTERITY: General de Gaulle steps from his car on arrival at the Elysée Palace for a meeting of the Council of Ministers. The austerity measures agreed to avoid a Budget deficit and inflation included new taxes and cuts in subsidies.

THREE LEADING SUPPORTERS OF GENERAL DE GAULLE: From the left: M. Pinay, Minister of Finance; M. Soustelle, Minister of Information, and M. Couve de Murville, Foreign Minister. They should have senior posts when General de Gaulle forms his new Government.

# THE POPE IN PUBLIC

*Visits to Rome's Central Prison and Two Hospitals During the Christmas Period*

**THE POPE VISITS A PRISON IN ROME: Passing a row of prisoners kneeling in their regulation striped clothing, Pope John XXIII tours the Regina Coeli Central Prison. He attended a religious service, addressed the prisoners and talked to many of them individually.**

In his address the Pope remembered his first visit to a prison, when as a child he had gone to see a relative imprisoned for a month for shooting game without a licence. During the Christmas period, Pope John made other breaks with recent precedent. He celebrated public Mass in St. Peter's and visited two hospitals in Rome, one of them a children's clinic. During these visits he was careful to avoid any political discussion, thus limiting his role as far as possible to that of pastor. But at the same time the Vatican announced two changes in the list of diplomatic missions accredited to the Holy See. Both the Polish and Lithuanian representatives in exile were excluded. It was presumed that as far as Lithuania was concerned the Vatican accepted that for practical purposes the country had been annexed by the Soviet Union.

**INSIDE THE PRISON: Pope John addresses the prison staff and prisoners in the central rotunda of the Regina Coeli Central Prison in Rome. The main part of the gaol was converted into a chapel containing a statue of the Virgin, a crucifix and a Christmas crib.**

*On left—*

**WITH THE CHILDREN: The Pope talks with a three-year-old boy during his visit to the Infant Jesus Children's Hospital on Christmas morning. The boy is holding a small yellow and white Papal flag.**

*On right—*

**A SECOND VISIT TO A HOSPITAL ON CHRISTMAS MORNING: The Pope is welcomed by women patients and their nurses as he walks through a ward in the Hospital of the Holy Spirit. The visits to the hospitals took place after the Christmas morning services in St. Peter's. (Pictures of the new Cardinals at the Consistory in Rome are on pages 18–19.)**

# THE NEWS IN PICTURES

**A SIT-DOWN STRIKE IN KOREA : In Seoul, members of the Opposition in the Korean National Assembly sit on their beds, which they had moved inside the Parliament building. They were protesting against the Government's plan to revise national security laws.**

**ATTEMPTS TO EVICT THE STRIKERS: Guards hold one of the Opposition members high in the air. In the brawl two Democrats were injured, one seriously. During the deadlock between seventy members of the Opposition Democrat Party and President Rhee's ruling Liberal Party, police were posted round the Parliament building and all the streets leading to it were closed.** It was announced that the curfew, normally lifted for Christmas and the New Year, was to remain in force. The Opposition said that the revision, designed, it was stated, to cope with an increase in espionage, would in effect institute a one-party rule and muzzle the Press. Near the end of last year the Chief of the National Police announced without details the discovery of a "serious Communist subversion plot against the Korean Republic."

**INCREASED OIL TAXES IN VENEZUELA : In Caracas, Señor Mayobre, the Minister for the Interior, reads a statement broadcast over radio and television, announcing the new rates of taxation. They would in effect give the country another 10 per cent. of the profits from American and other foreign oil concessions.** These were previously operating on roughly a fifty-fifty basis. The new taxes were decreed by the provisional junta ruling Venezuela. It had been expected in the United States that no action would be taken until Señor Betancourt took over at the head of a new Government in January. He had said that his plans to secure a larger share of oil revenues would take the form of a negotiated agreement. Leading oil firms expressed great alarm at the new taxes.

***On left—***
**TO VISIT THE UNITED STATES :** During part of the celebrations in Warsaw last month, marking the fortieth anniversary of the Polish Communist Party, Mr. Mikoyan, the Soviet Deputy Prime Minister (left), talks to Mr. Gomulka, Secretary of the Polish Communist Party. Mr. Mikoyan was due this month to leave Moscow for the United States on an unofficial trade visit to Washington. The American Embassy in Moscow announced they had issued a visa.

**MARSHAL TITO IN INDONESIA : The President of Yugoslavia is with his wife, Madame Broz and President Sukarno, of Indonesia, at the Merdeka Palace in Jakarta. They were attending a banquet in honour of Marshal Tito during his state visit to Indonesia. This is one of the countries he is visiting during his current tour of Asia and Africa. On his way home he is expected in Egypt and Sudan. In spite of Kremlin opposition to Tito's tour, Yugoslav-Soviet talks started last month in Belgrade.**

**THE DUTCH CARETAKER CABINET: At the first meeting of the new Cabinet under Dr. Beel, appointed Prime Minister and Minister of General Affairs, are, sitting from left to right, Dr. J. M. A. H. Luns (Foreign Affairs); A. A. M. Struycken (Home Affairs and Justice); Dr. Beel; Miss M. A. Klompé (Social Welfare); and J. M. Cals (Education).** Standing from left to right are H. B. J. Witte (Housing); C. Staf (Defence); G. P. Helders (Overseas Affairs); Professor J. Zylstra (Economic Affairs and Finance); J. Middelburg (Secretary of the Council of Ministers); and J. van Aartsen (Transport and Public Works). The Dutch Prime Minister announced later that a General Election would be held on March 12.

## THE NEWS IN PICTURES

TO BETHLEHEM FOR CHRISTMAS: Christian pilgrims from many parts of the world await their turn to pass through the control point at the Mandelbaum Gate, in Jerusalem, before continuing their journey to Bethlehem, in Jordan.

PASSING THROUGH THE CONTROL POINT: Visitors, en route to Bethlehem for the Christmas services at the traditional site of the Nativity, pass through the boundary between Israel and Jordan. Road blocks, ropes and barbed wire form part of the barrier. The ruins of the Mandelbaum Gate tower in the background. At the control point the pilgrims were checked through by Israeli and Jordanian police. Many pilgrims travelled direct to Bethlehem by air, some of them in chartered aircraft.

BRITONS CELEBRATE CHRISTMAS IN PRISON IN CAIRO: Mr. James Zarb, second from left, and Mr. James Swinburn, second from right, receive cards and parcels early on Christmas morning from prison officials in Cairo. The two British prisoners are serving sentences on charges of espionage. For the festive season they were allowed to decorate their cell with a Christmas-tree and a crib.

HOLIDAY MOOD IN CURFEW-FREE NICOSIA: EOKA suspects are escorted from a prison camp in time for Christmas celebrations. This was one of the first signs of the Government's response to the EOKA truce leaflet, signed by Colonel Grivas, offering to cease all activities providing that the security forces did the same. EOKA's apparent readiness to stop hostilities has been welcomed by the Government as a "step in the right direction."

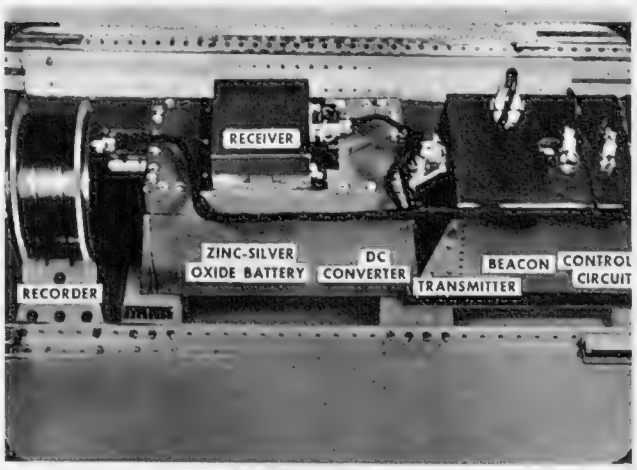
OUT WITH THE HOUNDS—BOXING DAY IN THE COUNTRY: *Left*—A big crowd assembles in the rain to watch the Boxing Day meet of the Old Berkeley at Old Amersham, in Buckinghamshire. The huntsman leads with the hounds as the field moves through the town. *Right*—The Chiddingfold Farmers' Hunt climb a steep hill to reach the open country after the meet at Guildford, Surrey. In the town the Boxing Day meet was attended by many people, including the Mayor of Guildford, Alderman C. E. Nicklin.

## THE NEWS IN PICTURES

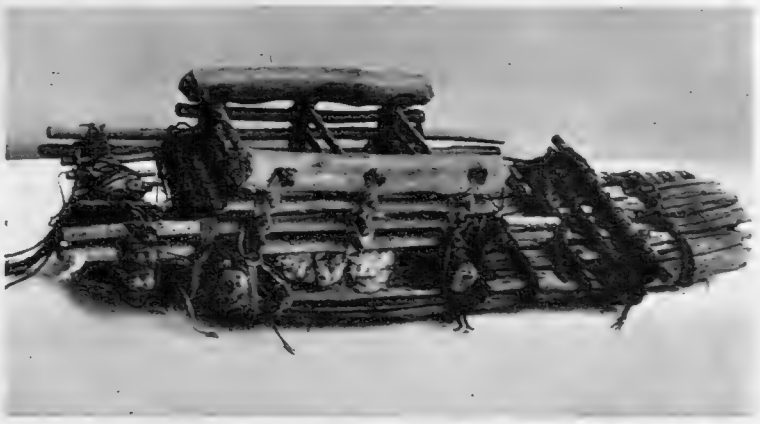
**A RUSSO-INDIAN AGREEMENT SIGNED: In Moscow the Soviet Minister for Higher Education, V. P. Yelyutin (left), and the Indian Ambassador to the U.S.S.R., K.P.S. Menon, sign copies of the agreement. According to official sources in Moscow this concerns a gift delivery by the Russian Government of equipment for a technological institute in Bombay.** The Soviet Union has also agreed to assist in the training of Indian engineers. At the same time in Moscow talks opened with Yugoslav representatives about trade relations between the U.S.S.R. and Yugoslavia during 1959. Soviet trade relations with the United States also became prominent with the news that the U.S. Government had sanctioned an unofficial visit to Washington in January by Mr. Mikoyan, the Soviet Deputy Prime Minister. He was due to go to Washington to discuss the future of trade between the two countries.

**A BRIDGE WRECKED BY A BARGE ON THE RIVER SEVERN: Water swirls round the remnants of the Haw Bridge on the road from Cheltenham to Ledbury. It was destroyed by a barge-tanker which was travelling downstream.** The skipper of the vessel, the *Darleydale*, was killed as the iron structure of the bridge collapsed. According to the mate of the barge the current turned the stern of the *Darleydale* across the stream as she was moving slowly under the bridge.

**BREAKING NEW GROUND: M. André Malraux, General de Gaulle's special envoy on a visit to Japan (right), is seen at a ceremony commemorating the start of the construction of the Maison Franco-Japonaise at Surugadai, near Tokyo. Attending the ceremony were Prince Takamatsu, patron of the building; Princess Takamatsu; and M. Berard, the French Ambassador.**




**THE VOICE OF THE SATELLITE: This radio and recording device on the huge American satellite, launched from Cape Canaveral in late December, enabled a historic Christmas message from President Eisenhower to be broadcast to the world from the missile as it circled the earth.** The success of the device marked a triumph for the new communications system on board the satellite by which messages sent from ground stations can be recorded and by "interrogation" of the device transmitted again to earth. Further broadcasts were likely to be made during the twenty days it was expected that the satellite would remain in orbit. A feature of the satellite is the control system, which, for the first time, guided a missile into its flight path. This is distinct from previous satellites which followed a pre-determined flight path to get into orbit.



**A RELIC OF THE PAST FROM PERU: Excavators working near Ica City, Peru, unearthed in a cemetery a miniature raft, found inside a funeral bundle containing human remains. According to the Director of the Regional Archæological Museum in the city, the remains are of a Peruvian who lived about 2,000 to 2,500 years ago. The raft, about 2 ft. long by 6 ins. wide, appears to be the model of a larger craft.**

*On left—*

**OFF INTO SPACE: Accompanied by the familiar clouds of steam and smoke, the huge American satellite climbs away from Cape Canaveral. Weighing nearly 4½ tons, the satellite consists of an entire Atlas inter-continental ballistic missile, 85 ft. long. Travelling at some 17,000 m.p.h., the satellite went into orbit on a course varying in altitude from 114 miles to nearly 1,000 miles.**

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## THE NEWS IN PICTURES

**AN ARMED CLASH IN THE LEBANON: A house in the village of Arsal is badly damaged by shelling. According to reports, shots were fired into the air there during a funeral.** The firing was heard by the people of nearby Nabi Osman, a stronghold of supporters of the former President Chamoun. Under the impression they were being attacked, they retaliated. When the army was called to restore order the inhabitants joined together to resist. Many casualties were reported, some of them fatal.

**EGYPTIAN SAILORS RELEASED BY ISRAEL: Members of the crew of the Egyptian ship *Massoud* cross the border at Gaza on their way home.** They had been interned by the Israelis who seized their ship, alleging that it had violated territorial waters outside Haifa. The United Arab Republic protested to the Mixed Armistice Commission and denied the allegation. This was one of several incidents between Israel and the U.A.R. last month. Another was the reported shooting down of an Egyptian fighter over Israeli territory by the Israeli Air Force. Cairo denied this claim.

**EVIDENCE OF AN ALLEGED CONSPIRACY IN IRAQ: Major Selim El-Fahkry, Director-General of Bagdad Radio, holds up a hatchet from a pile of arms. The weapons were said to have been seized during the uncovering of an alleged plot against the Kassem regime.** The leader of the conspirators was stated to be Rashid Ali, who defied the Allies in 1941 and later went into exile. He was permitted to return to Iraq by General Kassem. Last month Rashid Ali was reported to have been arrested.

**AN UNWELCOME VISITOR TO BAGDAD: Sitting with General Kassem, the Iraqi Prime Minister, is Mr. William Rountree, United States Assistant Secretary of State for Middle Eastern Affairs.** On his arrival at Bagdad Airport he was met by a crowd shouting imprecations and carrying banners with slogans such as "Go Home Dirty Rountree." There were anti-American posters and demonstrations in the streets. Although Mr. Rountree had conversations with General Kassem, he cut short his stay in Bagdad and was subjected to further hostile demonstrations when he left.

**GENERAL SALAN LEAVES ALGIERS AMID PROTESTS AT HIS DEPARTURE : He comes out of the Government Headquarters surrounded by inhabitants calling on him to stay with them. The General was one of the leading figures in the *coup* of last May which led to the return to power of General de Gaulle.** When General de Gaulle became Prime Minister, General Salan was appointed Delegate-General in Algeria. Last month he was recalled to Paris on appointment as Inspector-General of National Defence. On his departure from Algiers, demonstrators demanded that he should not leave, and tried to hold up his car when he reached the airport.

**THE NEW DELEGATE-GENERAL FOR ALGERIA: M. Delouvrier goes aboard his aircraft to fly from Paris to take up his new appointment.** Contrary to expectations, there were only a few hostile demonstrations on his arrival in Algiers. Flags hung in honour of General Salan on his departure earlier in the day were still in position. As M. Delouvrier drove through the city some people applauded him.

*World Affairs*

# A NEW CONFLICT IN AN OLD ARENA

By JOHN CONNELL

FOR the time being I am the custodian of a curious and not uninteresting photograph. It is purple-grey with age and there is a slight tear near its top left-hand corner. In the foreground there is a deliciously vintage motor—of the sort, I think, which used to be called a "runabout." It has no mudguards, a huge bulbous horn and some fierce-looking brake- and gear-levers on its outside, by the driver's right hand. A large dog is sniffing suspiciously at its tailboard, and two men in Edwardian tweed caps are perched precariously on its small, high seats. In the background is a great range of mountains, and one of the peaks is crowned with a pile of buildings. The photograph was taken at Gyantse, in January 1907, just fifty-two years ago, and is of the first motor-car that ever reached Tibet—carried thither, I may say, by porters and ponies.

It was taken by a young subaltern in the 62nd Punjabis, who was in his first independent command—a detachment of his regiment, some hundred strong, all Punjabi-Muslims or Pathans, engaged on operational and garrison duties beyond the frontiers of India. That subaltern is to-day Field-Marshal Sir Claude Auchinleck.

Not merely in the matter of automobile design, but in so far as it reflects profound and far-reaching changes in international politics and strategy, this fifty-two-year-old snapshot is a picture of a vanished world. There are disquieting indications and a growing accumulation of evidence that Tibet is the focus of the Communists' ambitions and aspirations in Asia, and that they regard its military and political subjugation as of the greatest importance in the furtherance of their long-term aims. To describe Tibet as "the roof of the world" is not merely a slightly old-fashioned mode of newspaper jargon; it has now a sharp edge of geo-political realism. He who holds the roof may be able to dominate the whole house, and the only way of overthrowing him is to burn the house down or blow it up under him. The Communists, in terms of world strategy, appear to have grasped the truth of this homely axiom.

**CHINESE COMMUNISTS IN TIBET: *Left*—In Lhasa, the Dalai Lama (left) and the Panchen (right) entertain the leader of the Communist delegation, Marshal Chen Yi. *Right*—Amid a crowd of clapping Tibetans and Chinese, the Dalai Lama leads the way into the conference hall of the preparatory committee for Tibetan regional autonomy within the Chinese People's Republic. Behind is Marshal Chen Yi (in fur cap). These pictures were taken at the inauguration ceremonies in July 1956. The Dalai Lama was named "chairman of the Tibetan autonomous region."**

Superficially the Communists' control over the hinterland of Asia, from Armenia to the borders of Burma, is virtually complete. The "great game" of which Kipling in *Kim* wrote with such gusto has been played to a finish and we are not the winners; we have withdrawn from the board, and the idea of our having any share or interest in it is as archaic as that motor in my torn old photograph. But can we afford this attitude of bland and ignorant detachment? There is a great deal of uneasiness about happenings in Central Asia in both Pakistan and India, which are still, nominally at any rate, members of the British Commonwealth. The Karakoram and the Himalaya do not seem to be quite as impassable barriers as they once did, and in Lahore, Simla and Delhi the menaced border lands of Kashmir, Nepal, Sikkim and Bhutan do not appear quite as remote and unimportant as they do nowadays in London.

In the hinder end of the year, before the passes are snowed-up until the spring, the last of the far-travelled traders come across and down from the high mountains by the tracks which they and their forebears have used for centuries. They sit and talk by the fireside in the evenings—those dark, frost-sharp evenings of northern India, with the drifting odours of wood-smoke, camel-dung and drying sheepskin borne upon the cold wind. The further these folk penetrate into the plains the more exotic do they seem, and the taller become the tales they tell. It is, as it has always been, extremely difficult to separate truth from fantasy. The countries from which the travellers have come are themselves so mysterious and so fantastic, to many Asiatic minds as to European, that the sifting of intelligence, of hard fact out of the swill of preposterous exaggeration, is more than ordinarily laborious.

The readers of one of our boldest mass-circulation newspapers had their emotions titillated one morning last month by a story magnificently date-lined "On the India-Tibet Border, Wednesday" and quite accurately entitled (by a candid sub-editor) "a sensational despatch." It put nobody off his or her Christmas shopping, but it made glorious if rum reading. It explained Communist China's penetration into Tibet in simple, dramatic terms: of the first arrival of "liberators who spoke the language, drank Tibetan tea with salt and yak butter in it, and dressed in long coats, high soft leather boots, and round fur hats"; then of the coming of blue- and khaki-clad soldiers "scrambling up the wicked passes and ravines" into Tibet; of battles in which the Tibetans "lost thousands of dead" until the Dalai Lama, "living Buddha and ruler of Tibet," called a halt; of Mao Tse-tung's ordering his soldiers to intermarry with Tibetan girls (an order which, one feels, the Chinese soldiery, for all their habits of obedience, may have found it difficult to carry out fully and promptly); and of cheap gifts of textiles and alcohol "to keep the liberated happy."

Then came the hair-raiser. The Chinese and the Russians have combined, it appears, to build a series of military installations which make Hitler's West Wall look like a child's toy fort on the nursery floor: strong-points so well camouflaged as to be quite invisible from the air; a line of air bases "north-east of Bhutan, opposite the Gurkha kingdom of Nepal, and facing Kashmir"; helicopter landing-grounds in the lower foothills; deep and "H-bombproof" tunnels, drilled and blasted into the mountains, and intended to hold armouries, stores, hospitals, barracks, and "long-range Russian guns."

How much of this lurid tale is true? I doubt very much whether the enterprising reporter who was able to get his despatch from the India-Tibet border on Wednesday to several million British breakfast tables on Thursday morning had the means of judging. Nor, indeed, to be fair, is assessment of this kind his job. He has told his winter's tale and that is enough. From sources perhaps better instructed and a little less excitable it is clear that there was a good deal of trouble in Tibet earlier this year. Whether or not the Chinese have been able to intermarry with Tibetan girls, they have been perturbed by a fairly large-scale outbreak of guerrilla activity by nomadic mountaineers, called Khambas.

These men bear arms at all times and "follow impartially the professions of trader or brigand, policeman or outlaw" (in this are they so different from the Pathans?). They flocked in considerable numbers to Lhasa this summer, and then, suspecting—probably on quite good grounds—that the Chinese might round them up, dispersed into the surrounding districts and set up nests of resistance over a wide area. The Chinese, who have given the Dalai Lama the severely Marxist title of "chairman of the Tibetan autonomous region," and thus (from their point of view) legalised his retention of his temporal as well as spiritual powers, brought a good deal of pressure on him to put down the Khambas' activities—without much success.

They have not withdrawn into their remote homeland, which anyway the Chinese allege to be part of the provinces of Chinghai and Szechwan, but have remained within reach of Lhasa and have extended their resistance to places like Gyantse, which are not impossible to reach from the Indian frontier. Communist China takes no more kindly than the Soviet Union to any upsurge of national independence on the part of satellites. Will the Chinese find in the Khambas' guerrilla activities a pretext for depriving the Dalai Lama of his temporal authority? Will he—as has frequently been rumoured—try to seek sanctuary abroad? And if he did arrive in Delhi, for example, what kind of welcome would he get?

The period in which Mr. Nehru and some of his more influential colleagues saw themselves as enlightened mediators between East and West, with China's grateful and graceful support in behaviour as enjoyable as beneficial, has come to a rather dismal end. There is little or no concord between Delhi and Pekin these days. The Indians are a great deal more worried—perhaps even shocked—by developments within China than they will readily admit, although some of their alarm communicated itself, almost telepathically, to their Socialist friends in Great Britain. It is to the credit of all of them that they were genuinely dismayed at the mass-enslavement of the Chinese peasantry, their herding and regimentation into great barracks, which has been described by Dr. Joseph Needham, F.R.S., as "a new type of social engineering." Is her alarm, I wonder, likely to be allayed when Dr. Needham, having protested against this social engineering being criticised as "uniform fanaticism and spiritual intolerance," achieves a breathtaking feat of one-up-manship in the phrase, "the new venture of *jen min kung shê* (translated rather riskily as 'communes')"?

Doubtless, a rapid and embarrassed attempt will be made to find a more suitable translation for *jen min kung shê*, but to me, at any rate, it still sounds like all the grimmer aspects of Orwell's *1984*. Meanwhile, we are being bidden to ponder the implications of an announcement made in Pekin a week or two ago by Marshal Chen Yi, the Chinese Foreign Minister, to a group of foreign diplomats that Mao Tse-tung had decided to give up his position as Chairman of the Chinese People's Republic. Mao, we are told, is going to concentrate his energies on dealing with questions of the direction of policy, and will devote more time to Marxist-Leninist theoretical work, without this affecting his continued leading role in the work of the state.

It is impossible for an active politician—and Mao is a very active politician—to plan and think without having executive authority to carry out his plans. It is pretty clear that Mao has retained the substance of power, while shedding some of its ceremonial, public trappings. This, at any rate, is fully in accord with Marxist-Leninist practice, as well as theory. There is little need to look for—either with eagerness or dread—any weakening or deflection in the Chinese revolution.

**SPLENDOUR AND COLOUR IN ST. PETER'S, ROME: Two of the newly-created Cardinals, wearing their ermine capes, move up the centre of the aisle towards Pope John XXIII, seated on the Papal Throne. Twenty-one of the twenty-three new members of the Sacred College received their Red Hats from the Pope at the Public Consistory, one of the Roman Church's most colourful ceremonies.**

# THE PUBLIC CONSISTORY

*The New Cardinals Receive Their Hats from the Pope*

The Consistory in Rome at which Pope John XXIII created twenty-three new Cardinals took place in four stages. First, came the Secret Consistory. At this the Pope read out the names of his proposed new members for the Sacred College to the gathering of those who were already Cardinals and formally asked their advice. After this the *bigliettos*, or official notices of elevation, were sent out to the new Cardinals, who were waiting in their residences in Rome. The Second Consistory was semi-public. In this assembly the Pope invested twenty of the new Princes of the Church with the emblems of their dignity—red biretta, skull cap and ermine cape. The three absentees were similarly invested by their Heads of State, under an ancient privilege. The third and most spectacular stage was the Public Consistory in St. Peter's, Rome. Summoned individually to His Holiness John XXIII, seated on his Papal Throne, twenty-one Cardinals signified obedience and received from the Pope the galero, or Red Hat. After the Pope had withdrawn, the Cardinals prostrated themselves on the floor and then knelt above the crypt tomb of St. Peter. The Last Consistory was again secret, the Pope announcing the names of the titular churches in Rome for each of the Cardinals he had just created.

**PROSTRATE ON THE FLOOR OF THE BASILICA:** In one of the concluding ceremonies of the Public Consistory, the new Cardinals prostrate themselves on the floor in St. Peter's. The Te Deum was chanted over them in thanksgiving and when the singing ended Cardinal Tisserant, the Dean of the Sacred College, recited the prescribed prayers, which included the Lord's Prayer and a prayer beginning "Almighty and Everlasting God, have mercy on Thy servants and guide them mercifully on the way that leads to eternal salvation."

**BEFORE THE TOMB OF ST. PETER—THE FINAL PHASE IN THE PUBLIC CONSISTORY:** Cardinals kneel before the *Confessio*. From the left are Cardinals Castaldo (Archbishop of Naples); Richaud (Archbishop of Bordeaux); O'Hara (Archbishop of Philadelphia); Koenig (Archbishop of Vienna); Doepfner (Archbishop of Berlin); Tardini (Vatican Secretary of State); and Cicognani (Apostolic Delegate in the U.S.A.). In right foreground is Cardinal Jullien (Dean of the Tribunal of the Rota), and beyond him Cardinal Chiarlo (former Nuncio in Brazil).

# A SISAL FARM NEAR NAIROBI, KENYA

*Many Africans are Employed in Making Sacks and Ropes*

ON THE FARM: Africans cut down the spiky sisal plants set out in thousands of rows on the Kenya Sisal Estate and factory about 17 miles to the north of Nairobi.

ON THE WAY TO THE FACTORY: An African stands guard on top of one of the wagons piled high with cut sisal as it is pulled to the processing plant. Under the supervision of a group of Europeans, 1,600 Africans and 22 Indians on the estate make ropes and sacks from the prepared sisal.

ON THE COMBING MACHINES: These blind Africans manipulate the machines shredding the fibre as well as any worker who can see.

In Kenya, not far from Nairobi, is what is thought to be the world's largest sisal factory. On the plateau about 100 acres of the spiky green plants are grown on tall poles. Working on the estate and in the factory are some 1,600 Africans and twenty-two Indians under the supervision of a number of Europeans. After the fleshy green leaves have been cut from the plants and dispatched to the factory, they are stripped and washed in a process called decortication. This produces a strong line-fibre and a proportion of inferior material called flume tow. The latter used to be off-loaded cheaply as padding. To-day it has been found that it can be mixed with line-fibre and be used as adequate weft on the sacking looms.

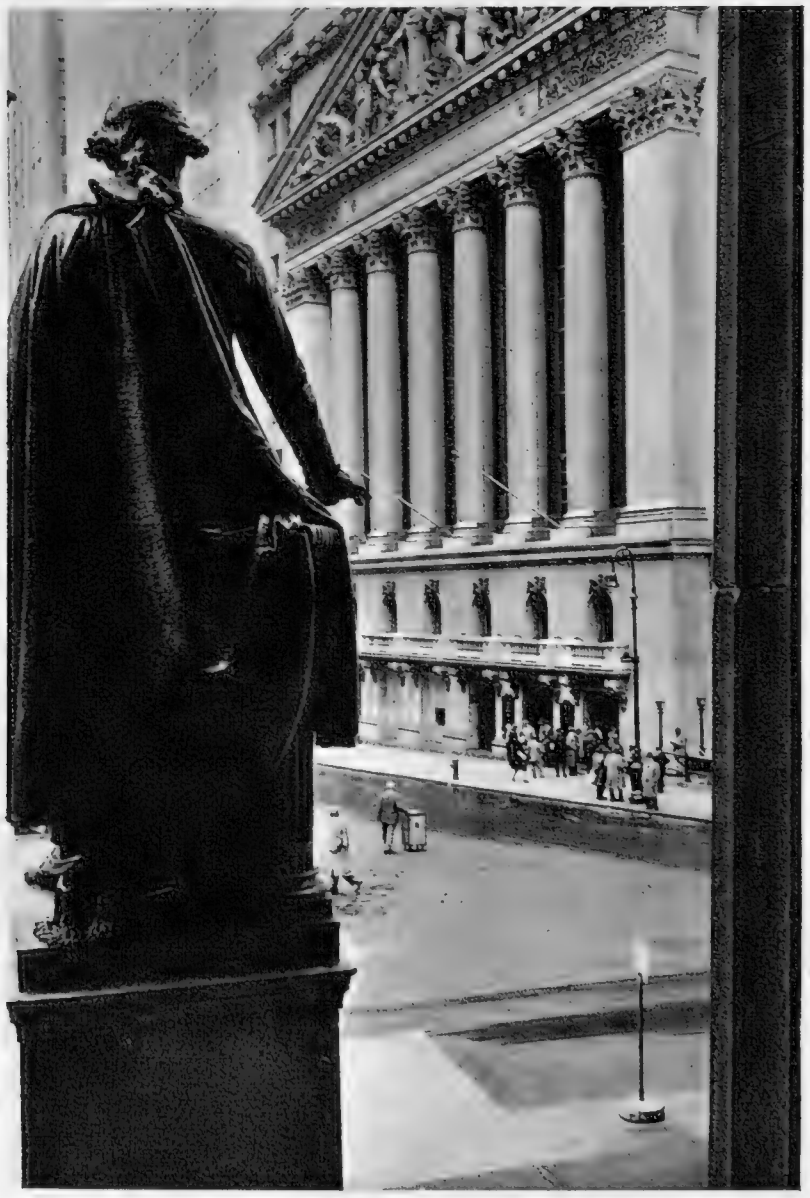
The white fibre is hung outside on rows of poles to dry under the hot sun. It is shovelled up the ramps of the carding machines where the hard material, which looks rather like cottonwool, is combed. On subsequent carding machines the strands become narrower and narrower until the fibre becomes long and bushy. This is drawn and spun into strands long enough to be woven with the strong warp of the pure line-fibre.

A recent major development was the ntroduction of a battery of twelve circular looms to weave jute bags. Each loom, with three shuttles, turns out a length of cloth a yard long every minute. When the sack lengths are chopped off, they require hemming at one end only. The use of jute is at the moment necessary since sisal bags have certain drawbacks. Because they are somewhat coarser, they cannot be used, for instance, to store sugar. Although they will hold grain, they cannot be used for milled maize. Experiments are in progress to replace jute with soft sisal. The coffee estates in Kenya are at the moment still the main destination of sisal sacks. The fibre is still predominantly used for rope-making. The African labour on the estate have proved to be adaptable in the learning of the operation of the complex machinery. During one of three daily shifts, an African supervisor is in sole charge of the array of jennies and looms, carding machines and roller steam presses. All the workers are eligible for production bonuses, paid leave and food rations.

A NEW RECRUIT: Captain George Gardner, who runs a nearby rehabilitation school, introduces to an overseer a youth (next to him) who was a Mau Mau follower. The overseer was formerly also a member of the Mau Mau organisation.

READY FOR THE LOOMS: On the estate, an African tends the machines which spin and draw the fibre into long strands ready to be woven.

THE MAIN FLOOR OF THE EXCHANGE IN WALL STREET: Members are gathered in groups to transact business watched by visitors in the gallery above. An illuminated sign, as well as clocks, shows the time. The small balcony between the main floor and the gallery houses projectors which reproduce the prices on the ticker-tapes on to four large screens. The membership of the New York Stock Exchange is 1,366 individuals.



THE START OF ANOTHER DAY: Employees of the Stock Exchange wait for the doors to open. The statue in the foreground is of George Washington. It is on the spot where he took the oath of office as first President of the U.S.A.

# THE NEW YORK STOCK EXCHANGE

*The Famous Building in Wall Street can be Regarded as the Hub of World Finance*

THE Stock Exchange of New York is the chief trading centre of the money markets of the Free World. Its fluctuations are the financial barometer which affects "the weather" in London, the bourses of Western Europe, and wherever else men are permitted to make choice of investments for individual profit.

The vast trading floor is in a building at the corner of Broad Street and Wall Street in New York City. To most people the Exchange and Wall Street are synonymous. They have a long and interesting, if varied, history.

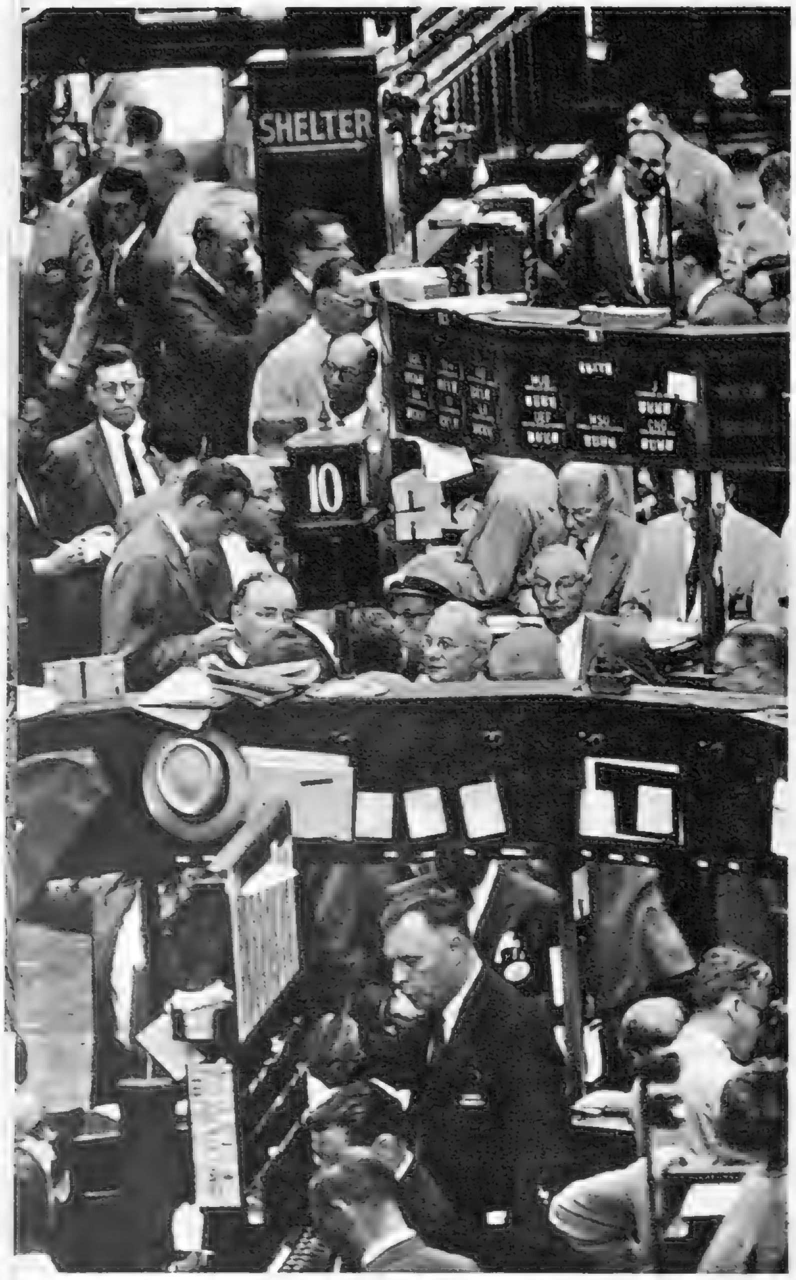
Wall Street was once the political capital of the United States. Here the New York State Chamber of Commerce, established on April 5, 1768, pressed the fight on the Stamp Act and on the tax on tea. Here George Washington took the first Presidential oath of office, the first Congress gathered, its executive departments were organised, and the immortal Bill of Rights was adopted.

It was here that the 1789-90 Congress authorised an issue of 80,000,000 dollars in stock to help pay for the costs of the Revolutionary War. There was a scattered market for this government stock, as well as for the shares of banks and insurance companies, then springing up. Trading was carried on in various coffee-houses, auction rooms and offices, but it was mostly unorganised and people were reluctant to invest because they had no assurance they could sell their securities when they wished.

On May 17, 1792, a group of merchants and auctioneers met to discuss this situation. They decided to meet daily at regular hours to buy and sell securities under an old buttonwood tree on Wall Street, only a few blocks from the present site of the Stock Exchange. These men were the original members of the Exchange. They handled the public's buying and selling orders in the new Government stocks, as well as in shares of insurance companies, Alexander

(*Continued on following pages*)

THE PRESIDENT OF THE EXCHANGE: Mr. G. Keith Funston (right) confers in his office. He controls a staff of 1,300.




A BUSY TIME OF DAY: In the foreground in the New York Stock Exchange is a trading post. Beyond it members transact business. In right background brokers' clerks take orders by telephone.

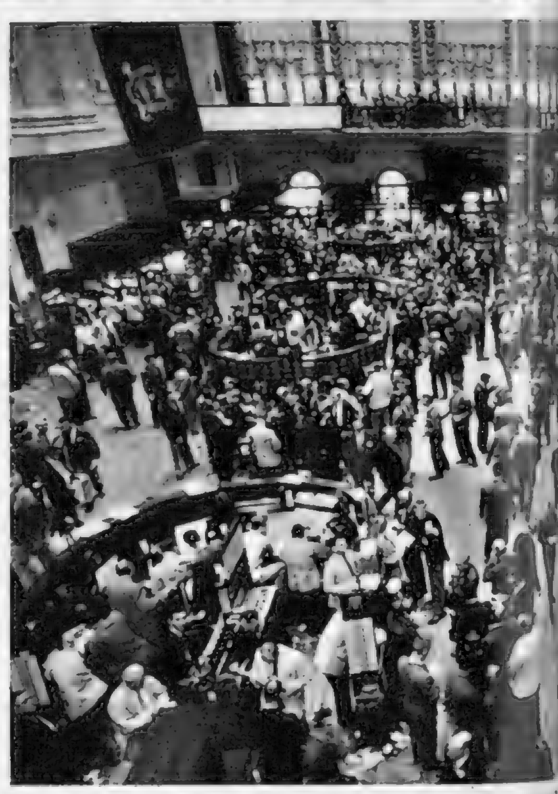
PROJECTED TICKER-TAPE PRICES: The figures are thrown on to one of the large screens attached to the side of the Visitors' Gallery above the main floor. The ticker network operates through 448 cities in the United States of America, Canada and Cuba.

*On right*—

THE TELEPHONE QUOTATION SERVICE: The operators give the latest quotations to subscribers by telephone. Prices are shown on the electrical indicator boards above them. The telephone quotation service gives the current price of any stock on request, and supplements the ticker service which records transactions.

LUNCH HOUR RELAXATION: A crowd, which includes Stock Exchange members and employees, has gathered round a street orator. Wall Street is a public forum as well as a financial centre.

ORDERS FOR BROKERS: Clerks in a booth receive telephoned instructions from their office and pass them to members on the floor.



FROM PEAK HOUR TO CLOSING TIME: *Above*—As the morni[...] the left and right of the gallery. *On right*—The sa[...] on the paper-strewn floor to record final quotations. [...]

# THE NEW YORK STOCK EXCHANGE

*(Continued from previous page)*

Hamilton's First United States Bank, the Bank of North America and the Bank of New York.

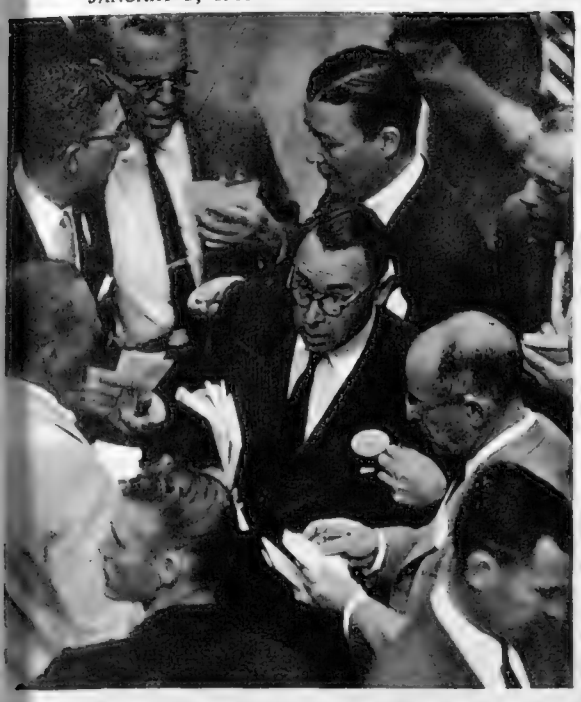
In 1793 the Tontine Coffee House was completed at the north-west corner of Wall and William Streets and the brokers moved indoors. Private financial activity was checked for a time by the war of 1812, but peace brought the formation of new enterprises. New York State bonds, issued to pay for the Erie Canal, joined the issues traded on the new Exchange. Private businesses also expanded. The cotton industry, able to boast only a few mills in 1804, was operating 500,000 spindles by 1815. The tempo of business quickened as the country headed into a post-war boom. By 1827 the stocks of twelve banks and nineteen marine and fire insurance companies, the Delaware and Hudson Canal Company, the Merchant's Exchange, and the New York Gas Light Company—the nation's first public utility—also were traded on the Exchange.

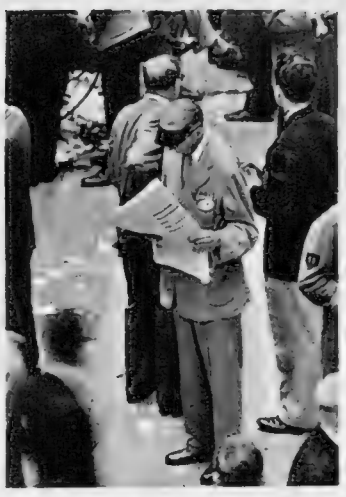
Ten years later the list included eight railroad securities. As other new enterprises developed, their securities, too, came to the Exchange, and trading activity gradually increased. The builders of the American pioneer companies had discovered that potential investors placed marketability high among the requirements for a desirable investment.

It became apparent, soon after the turn of the century, that the Tontine Coffee House was too small to accommodate the volume of trading in securities and the stockbrokers moved to a meeting-room in what is now 40, Wall Street. Greater activity brought the need for a more formal organisation than that created by the 1792 agreement. On March 8, 1817, the first formal constitution of the New York Stock and Exchange Board, as it was then known, was adopted. The constitution provided, among other things, that the president was to call out the names of stocks, fix commissions, and set fines —6 to 25 cents—for violation of procedure or non-attendance at sessions "unless when sick or out of the city."

From 1817 to 1827 the Board met in various offices. After that, it moved a dozen times or so before settling upon a permanent location, the site of the present Broad Street building which contains most of to-day's trading floor. The adjoining office building at the corner of Broad and Wall Streets was erected in 1922. The bond trading room and the public exhibit hall of industry and investment are in a new building at 20 Broad Street.

Other historic dates are: 1863, when the name "New York Stock Exchange" was adopted; 1867, when the first stock tickers were installed; 1868, when memberships were made saleable; 1871, when the call market gave way





**MAKING A DEAL:** A transaction is completed and a member writes out a slip to record it. In the middle of last month the trading volume on the Wall Street exchange was in the region of 4,000,000 shares daily. The industrial index reached a new record.

*On right—*

**A WELL-EARNED RESPITE:** A clerk wearing an eyeshade has time to catch up with the day's news during a lull in the trading of stocks and shares in New York.

**vances members crowd the floor. Ticker-tape screens are at ne twenty minutes after closing time. A few clerks remain nge hours are from 10 a.m. to 3 p.m. from Monday to Friday.**

**THE PATTERN OF INTERNATIONAL FINANCE: The series of horseshoe patterns on the floor is produced by the shapes of the desks of the "trading posts." Each stock is assigned a location at one of the eighteen trading posts. Under the rules of the Exchange deals in the stock so assigned can only be made at this particular location.**

to a continuous market; 1879, when the first telephones were installed in the Exchange; 1886, the first time that a day's volume topped 1,000,000 shares; 1910, when the Exchange discontinued unlisted trading (previously an unlisted stock could be traded but the company had no responsibility to comply with Exchange standards); 1915, when the basis of quoting and trading in stocks changed from per cent. of par value to dollars; 1922, when the questionnaire system for regular examination of the financial condition of member firms was inaugurated; 1933, when independent audits were required of listed companies, and 1938, when a reorganisation of the Exchange called for a paid president for the first time.

Membership in the Exchange at present totals 1,366 individuals. A member may be a partner or holder of voting stock in one of the brokerage concerns which, by virtue of his Exchange membership, is known as a member firm or member corporation. There are 657 such member organisations.

# THE CASTLE—A PRIVATE HOUSE

*The Growth of the "Stately Homes" Business; the Severely Practical Construction of the Castle as Fortress and Home*

By BRIAN VESEY-FITZGERALD

VIEWING the palatial homes of our impoverished nobility, at half-a-crown a head (ice-cream extra), has become a popular pastime with tourists and holiday-makers. And I would be the last to decry it. It makes a nice day out: and the owners need the money anyway. It is nice to be able to pry, even if one has to pay for the privilege. It is nice to see how the rich live, even though we know perfectly well that they no longer live like that. But, quite apart from this natural curiosity, many of these great houses reward the visitor in a hundred different ways, architecturally and otherwise. They are, in fact, museums. They are not visited (except by a small minority) because they are museums: they are visited because they belong to members of the nobility. And the nobility (shrewd businessmen, most of them) cash-in on two of the most firmly-rooted of our national characteristics: snobbery and curiosity.

Everyone loves a Lord—at any rate at a distance. If the Duke of Bedford were to describe Woburn Abbey as a museum (which is what it is: a magnificent museum), the attendance would drop by half straightaway. If he went to live somewhere else, the attendance would probably disappear overnight.

**"THIS CASTLE HATH A PLEASANT SEAT": From a turret in the old city walls of Conway can be seen the river and wooded land of Caernarvonshire. The walls form part of the scheme of fortification with the castle itself, and the town grew up in what was in effect the outer bailey of Conway Castle. About 1,400 yards long, the walls are over 30 ft. high on the average. The twenty-one half-drum towers are more than usually prominent.**

The "stately homes" business—started, I believe, by the Marquis of Bath—is new. It has supplanted the parish church and the cathedral as an object of interest for the tourist and holidaymaker. There are still people (I am one of them) who make a point of visiting the church in every place at which they stop: there are still people who "collect," as it were, cathedrals. But this is not now the great interest that it was even as late as the First World War. How great an interest it was can be judged by the enormous literature that has grown up around the parish church and the cathedral—and is still growing.

This, although I was brought up (and actively encouraged) to visit cathedrals and parish churches and have, as a result, amassed a considerable library about both, has always surprised me. For the simple truth is that parish churches, taken by and large, are usually pretty dull except for the students of architecture. Cathedrals are much more interesting as a general rule, both architecturally and historically. But in both (and there is no getting away from it) there is, no matter how great the architectural or historical interest, a lack of human interest. The buildings may be beautiful or imposing, but they were not lived in.

On the other hand—and this has always astonished me even more—the ancient building, which was a habitation, has acquired down the centuries a very small literature. This applies even when its purpose, as with the parish church and the cathedral, was religious. Consider the monasteries. Architecturally they were magnificent, and, in addition, they were homes: the homes of hundreds of human beings. And what is the literature? When we come to castles, buildings with no religious significance whatsoever but buildings which were homes first and foremost, the literature is scanty in the extreme.

I do not know what the explanation for this may be, if there is one. It is all the more odd when one remembers that it is the human interest that has made the palatial homes business so successful. I do know that, if I had to conduct a stranger on a tour of Britain to give him some introduction to our history and our scenery, I should take him first, not to see cathedrals and parish churches, but to see as many as possible of our castles.

For the castle (besides being set almost invariably in an impressive situation) is one of the most illuminating objects for study in the whole of our history: and not merely in our military history, but architecturally and humanly as well. This was a severely practical architecture. Ecclesiastical architecture is not. Of course, there is a practical basis—the building has to stand up—but the aim is mainly æsthetic: and one cannot avoid the impression that there was sometimes a good deal of "keeping up with the Joneses" about it, that one bishop was determined to go one better than his neighbour æsthetically: to the Glory of God naturally, but also. . . .

There is nothing like this about a castle. Not, mind you, that there was not a great deal of competition between neighbours: there was bloody competition sometimes. Not that some castles were not larger and more magnificent than others: they were. But the aim was not to keep up with the Joneses so much as to keep alive. Castles were severely practical buildings. They were designed as residences. The architect had to think about this, about the building as a dwelling-place for the owner and his family, rather than about embellishment. The castle was a private house, the forerunner of the "palatial home," albeit a fortified private house, neighbours being rather more troublesome than nowadays.

The first castles were fortresses and not residences. William the Conqueror's castles were fortresses, built as strongpoints for garrisons. But William's "castles" were nothing like the stately towered and battlemented edifices that we associate with the word. I doubt very much if the ordinary, unspecialised, tourist coming upon one of William's original castles would have the slightest idea what he was looking at. Hastings Castle was built between the landing and the battle: York Castle was built in eight days, which may sound like an exaggeration but is almost certainly true. There was no stonework in these first castles of the Conqueror. They did not resemble Windsor or Arundel, Manorbier or Rochester: rather, they bore a strong family likeness to Maiden Castle. They were earthworks. They did not differ essentially from the earthworks of the Iron Age Celts, save in the possession of a "motte." The use of stone came later, as can be seen in two Cornish castles, Trematon and Restormel, where shell keeps have been added to the early earthworks.

This does not mean that no stone fortifications were built by the Conqueror. There is the great White Tower of London, which was begun about 1077 and which was surely built for reasons of prestige rather than for defence, and there are the keeps of Colchester, Pevensey, Bramber and Richmond. These are exceptional. In general it may be said that the stone castle, in Britain, did not come until the twelfth century. It was then that Henry II put up his great fortresses, the most impressive of which is undoubtedly Dover, and it was then that the great lords, and lots of little ones, began to build their own.

The most magnificent of the fortress castles are thirteenth-century and are to be found in Wales. They were built by Edward I, and they form the supreme achievement of medieval military architecture in Britain. Two of them, Caernarvon and Conway, are linked with the town walls and are afforded the additional protection of rivers. These two were more than great military strongholds: they were also princely palaces, and were provided with a magnificent series of state apartments. Beaumaris, on the Menai Strait, was the last of the great Royal fortresses.

The great fortified homes of the barons belong to this period. The remarkable thing about them is that they differ hardly at all, if at all, from the Royal castles. If you look at the plan of them, there is really nothing to suggest a difference in social status, let alone a difference in wealth. Caerphilly, for example, was built by the Earl of Gloucester. With the sole exception of Windsor, it is the largest castle in Britain, and it was provided not only with a moat but with an artificial lake as well. Indeed, it was more strongly fortified than any of the Royal castles, and for worldly magnificence within would compare with any of them.

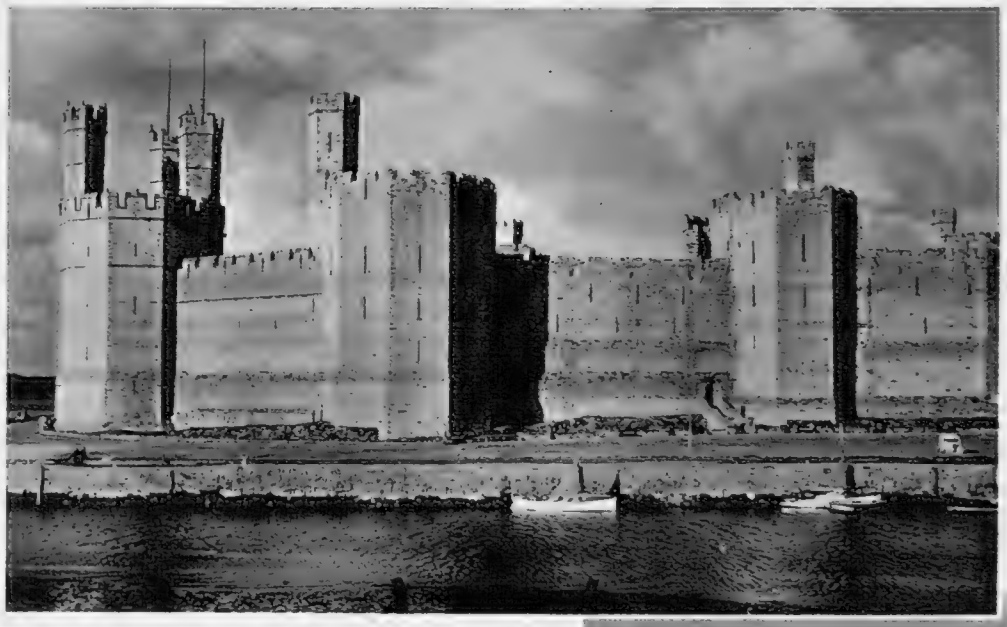
But by the end of the thirteenth century the Norman landowner had become as English as his tenants and there was really no longer need for him to live in a fortress. In the later castles, such as Bodiam, which is late fourteenth-century, the living quarters are more important than the fortifications. One gets the impression, looking at Bodiam, that it was built as a castle because that was still considered the proper thing to do and not because it was necessary. (Nobody, looking at Harlech, built a century earlier, could ever run away with that idea.) Bodiam, though a castle in appearance, is a manorhouse in spirit. The plan of Bodiam is to be found in many a genuine fortified manorhouse. Caerphilly is the ancestor of the palatial home: Bodiam of the manorhouse. One can see the progression quite clearly through Herstmonceux, which was built in the first half of the fifteenth century, and Oxburgh Hall, in Norfolk, which was built (of bricks) at the end of that century. Herstmonceux looks just a little like a castle: Oxburgh looks very like a Tudor country mansion.

It is often said that castle building ceased because of the advent of artillery. It is true that the effect of artillery was to drive men back to the earthwork for defence: to put the clock back. And it is true that many of our castles stand in ruins because of artillery, but that happened in the seventeenth century and castle building ceased long before that. It ceased not so much for military reasons as for economic reasons. It was no longer vital to live in a fortified building: the emphasis had shifted. The end of the Middle Ages in Britain was mercantile: the merchant more important than the man-at-arms. There was a new moneyed class and that meant a great social revolution. The great castles decayed because there was no social reason for their survival. Caerphilly Castle, the greatest of all the private castles, was already deserted and falling into ruin by the time of Henry VIII. It cost too much. But once the new nobility felt secure they followed the same road as the medieval baron. As there was little or no difference in size or magnificence between Caerphilly Castle and the Royal castles, so it became difficult to detect any great difference between the palatial home of the new aristocracy and the Royal homes.

"You cannot put the clock back," they say. But artillery put the defensive clock back many centuries. "History repeats itself," they say. The historians deny it, and I suppose that they are right. But history often makes a passable attempt at repetition: there often seems to be a pattern about it. It was a social revolution that put paid to the castle. It is a social revolution that has thrown open its successor at half-a-crown a head. It may be that, looking round one of these palatial homes, you see the shadow of Caerphilly Castle. The shadow is certainly there, but between the shadow and the fact stand long queues of motor-coaches and great mountains of ice-cream, more potent defences than moats.

**IN NORTHUMBERLAND:** On the shore of Budle Bay is Bamburgh Castle, described by Sir Walter Scott as "King Ida's castle huge and square." Built on black, ivy-covered rock, the castle has a history extending back fourteen centuries to the days of Ida the Flame-bearer, the founder of the Anglian kingdom. In the Anglo-Saxon Chronicle it is recorded that Bamburgh was first surrounded with a hedge and afterwards with a wall. It was sacked by the Danes and remained desolate until William the Conqueror, it is believed, built a strong wooden fortress on the site. At the end of the Norman period Bamburgh was rebuilt in stone to resist the Scots. The keep is early Norman, built of red sandstone. The interior was altered in the eighteenth century.

**IN SHROPSHIRE: From the graveyard of Stokesay Church can be seen the dwelling rooms built at the top of the banqueting hall of the thirteenth-century Stokesay Castle, best described as an early fortified manor-house. In the background is the tower. Of interest because of its small size, Stokesay seems never to have been besieged.**



# BRITAIN'S CASTLES

*From an Early Fortified Manor House to Edward the First's Grim Welsh Fortresses*

*On left—*

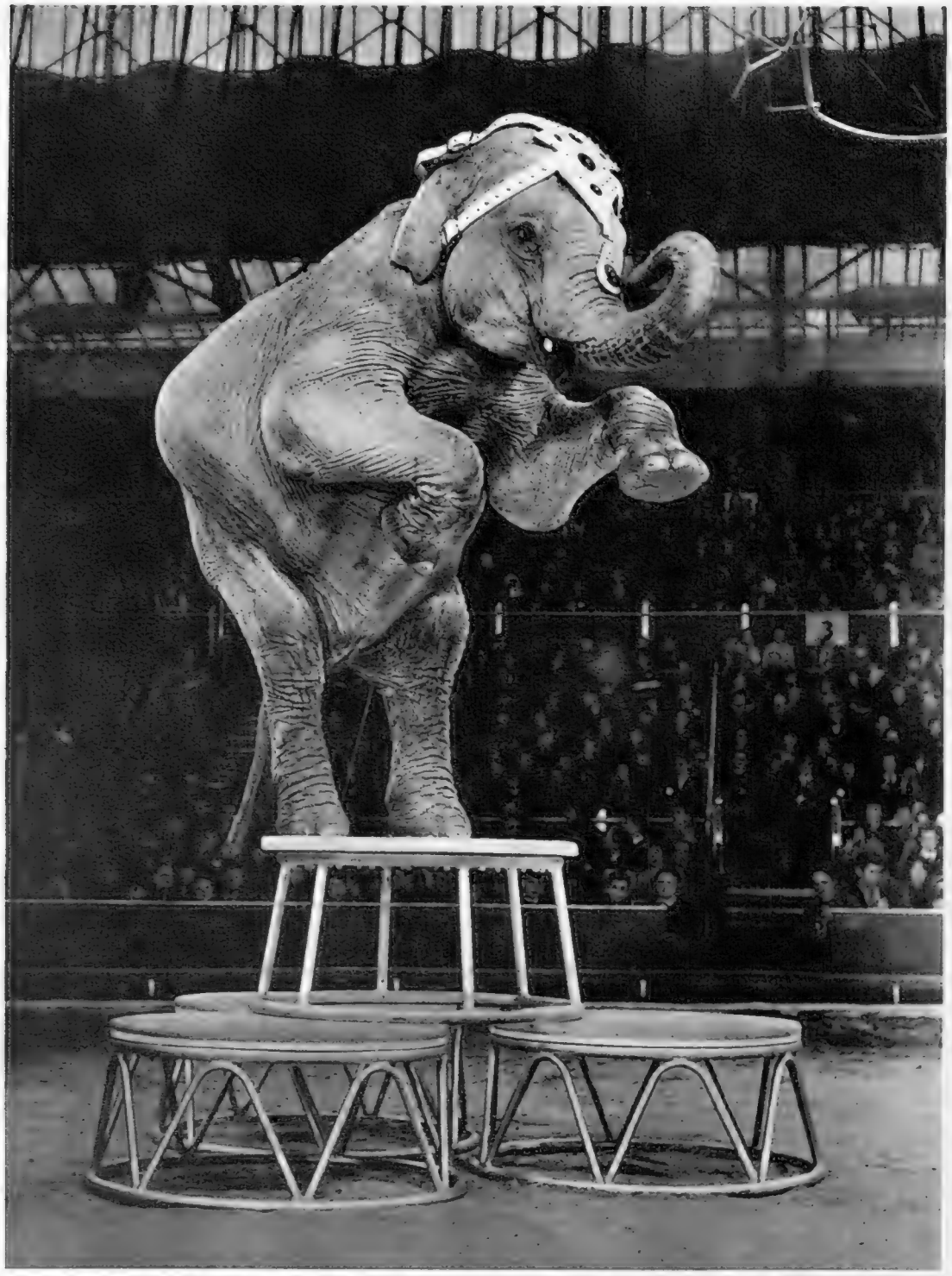
**IN WALES: Standing guard over the Menai Straits is Caernarvon Castle, which, although little more than a shell and considerably restored, remains one of the most imposing monuments of medieval fortification in Britain. It was begun near the end of the thirteenth century for Edward I as the most important of the six castles for the subjugation of the Welsh. It was called by a Welshman "that most magnificent badge of our subjection."**

**ANOTHER WELSH CASTLE: The Hall of Conway Castle is 130 ft. long, its shape dictated by its position against the irregular curtain walls. Built on a rock above the river, the castle was finished in 1288 and dismantled in 1665 by the Earl of Conway.**

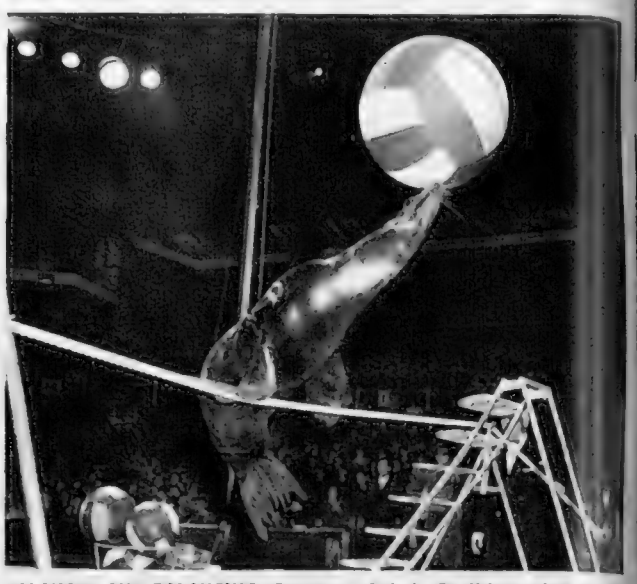
**IN SUSSEX: Bodiam Castle, the last great military castle in England, was built by Sir Edward Dalyngrigge, who obtained a licence in 1388 to crenellate supposedly for coastal defence. During the Civil War, it was "slighted" and is now a shell.**

# THE CIRCUS COMES TO TOWN

*Thrills and Laughs at the Bertram Mills Annual Show at Olympia in London*

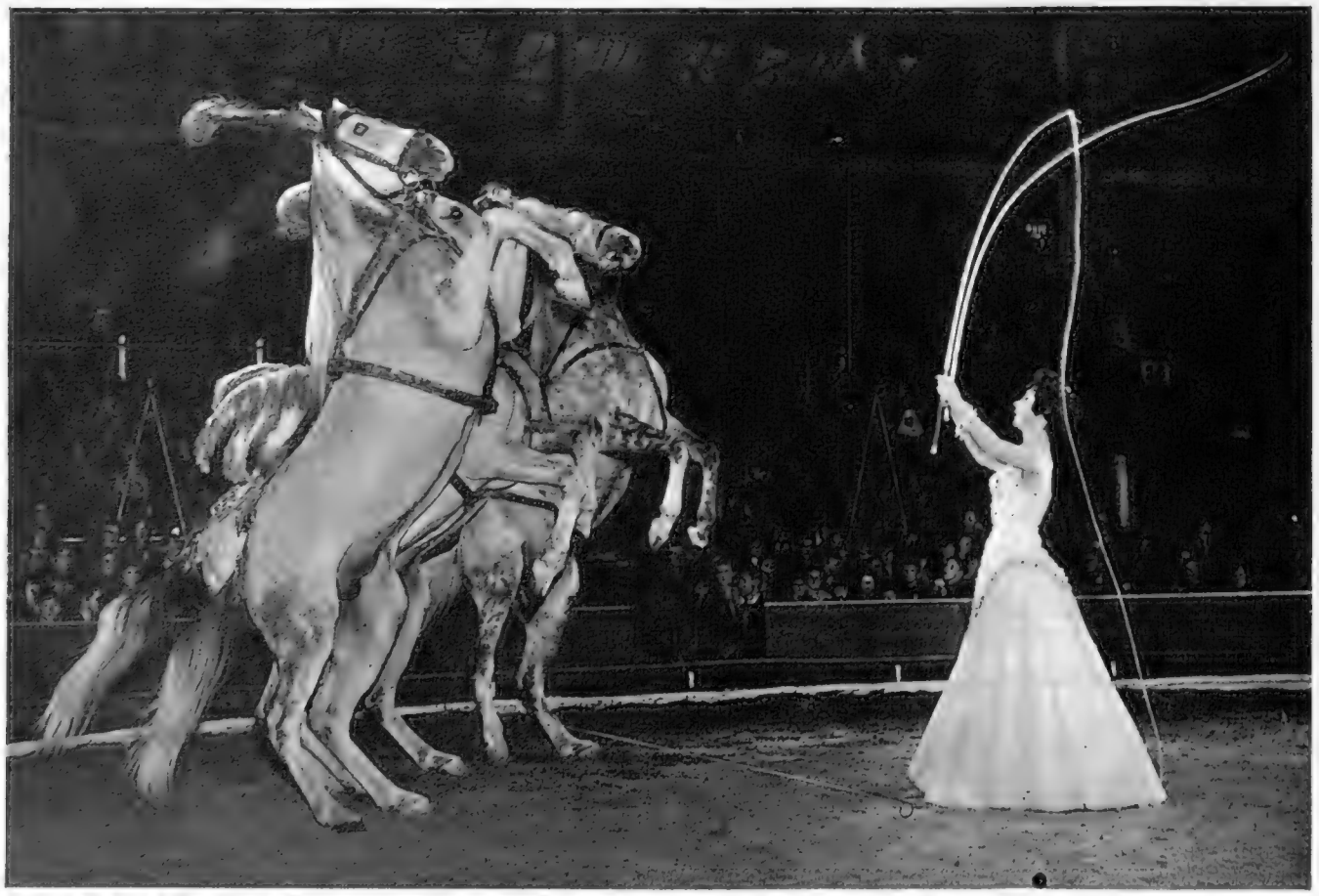


BABY ELEPHANTS WIN A PROLONGED ROUND OF APPLAUSE: One of Ivor Rosaire's troupe of five Indian elephants subjects three stools to a 2-ton load during this trick, which brought a long round of applause from a preview audience comprised mainly of 6,000 children. It is the first appearance of this act at Olympia.



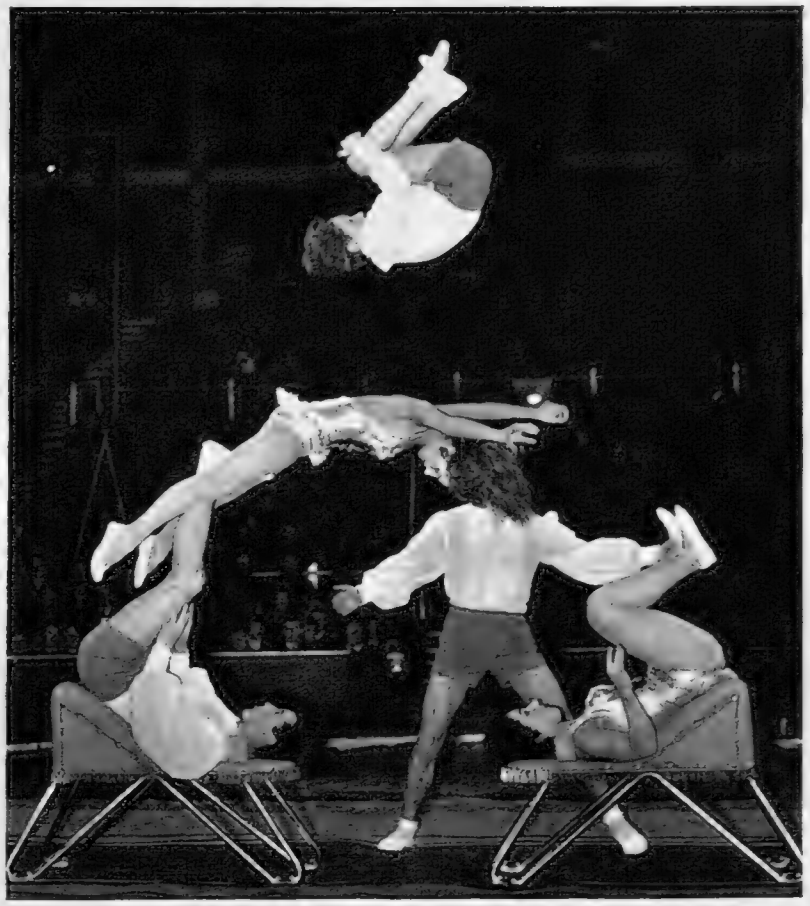
BALANCED AND BALANCING: Because of their flexible necks, sea-lion are natural jugglers. This year's Bertram Mills Circus, a Olympia, contains acts to suit the taste of people of all ages

LAUGHS GALORE: In a variety of gaily-coloured costumes, some of the clowns go through one of their rough-and-tumble routines at the end of which most of them are drenched with water



HORSES IN THE RING: Three of the troupe of Schumann Liberty horses reach the climax of their act. Albert Schumann, who presents the act with the aid of his wife, is recognised as one of the greatest circus horse trainers. His acts have been great favourites with audiences at Bertram Mills Circus on numerous occasions. This year's stud is entirely different from the one seen last year.

More skill and thrills than ever before combine in this year's Bertram Mills Circus at Olympia. Now in its 32nd season, the show has firmly established itself as one of the most outstanding of the numerous events in London's Christmas calendar. For a long time it has had the reputation of combining the traditional with the original and this year is no exception. Audiences who have already visited Olympia, where the circus is being staged until the end of January, have been impressed with the capabilities of both performers and behind-the-scene workers, especially the latter. For without the aid of ground staff, whose movements are often so swift that the necessary action has been completed before the audience is aware of it, the "greatest show on earth" could easily become a Fred Karno's circus. Happily, this is not the case, and for the better part of three hours spectators are helpless with mirth at the antics of the gaily- and often absurdly-dressed clowns or held breathless with suspense at the daring of the aerial artists. Among the top-of-the-bill attractions are the Aerial Chapmans from America. A man and two girls work on a ladder balanced on a suspended bar 40 ft. above the ring. The favourites, however, are probably the clowns. No Mills Circus would be completed without Coco and his colleagues. At the two ends of the scale in size are the elephants and the midgets. The elephants drill gracefully, while the midgets reveal a versatility of talents ranging from chariot racing with ponies to acrobatics. A wide variety of horses, wild animals, trapeze artists and knockabout comedians all have their places in a full and enjoyable programme.



**CONTRAST IN ENTERTAINMENT:** *Left*—A Schumann Liberty horse jumps through a hoop. *Right*—The Berosinis, a troupe of young performers from Czechoslovakia, present the Risley act, first seen in 1840. Some of the troupe lie on their backs and with their feet "juggle" the others, who are thrown into intricate movements of somersaults and pirouettes. The act combines the skill of the juggler with the strength and agility of an acrobat. Five of Europe's foremost circus directors have agreed that it is the greatest act of its kind.

**WILD ANIMALS ARE TAMED:** The audience watches breathless as Eugen Weidmann stands in the cage with some of his group of wild animals. The keynote of the act is the quiet way in which the animals are presented and the smooth performance of the beasts when going through their paces. The group comprises fifteen animals of five different species. There are three tigers, four lions, four panthers, two polar bears and two Himalayan bears. It is the first appearance in London of the spectacular "jungle phantasy."

**THE EVOLUTION OF AN AIRPORT: At Rongotai Airport, at Wellington, New Zealand, the camera looks down on the scene of labour operations as a wide variety of earth-moving equipment clears the path of the new runway. The airport has been closed for extensive alterations since 1947. When the work is completed in April of next year, at a cost estimated to be in the region of £5,000,000, it will be New Zealand's most modern airport. Merely a 25-acre strip of levelled space when it became the Dominion's first municipal airport in 1929, the new runway and taxiway formation will be approximately 6,000 ft. long and 700 ft. wide.** Surveillance radar will scan the skies twenty-four hours a day for a distance of about 100 miles from the airport and precision approach radar will assist pilots down through any cloud formations. During the first year of operation, a total of seventy daily airliner movements through Rongotai have been planned. At the peak period of travel during the morning aircraft are expected to land or depart at five-minute intervals. In 1946, air passengers to and from Wellington totalled 56,000. During the year following the reopening, it is expected that the total will be in the region of 320,000.

# AIRPORT ALTERATIONS

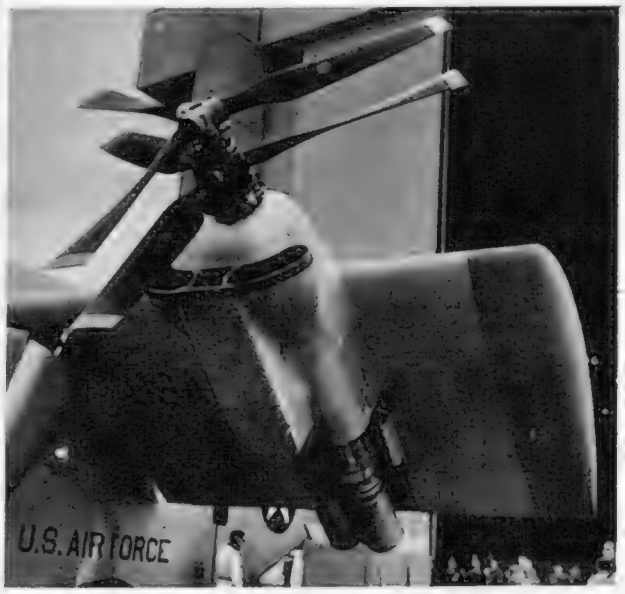
*An Ambitious Project Takes Shape in New Zealand*

**AN IMPRESSION OF THE COMPLETED AIRPORT: In the superimposition, the car-park at the top left is almost parallel to the sea wall on the right. Near the car-park is a passenger terminal, formerly the site of a factory owned by de Havilland.**

# AIRCRAFT OF THE FUTURE

*A Remarkable "Convertiplane" Unveiled in America*

**AMERICA'S LATEST DEVELOPMENT IN THE FIELD OF AVIATION ON SHOW FOR THE FIRST TIME : With its wings in the horizontal position, the Hiller X-18 twin-engined, tilt-wing convertiplane is inspected by the public after being unveiled at the company's airfield in California. It is capable of vertical take-off and landing, as well as forward speeds of up to 400 m.p.h.** Although it is the largest of the higher-speed V.T.O. aircraft so far built in the United States, and is unconventional by present standards, its construction has not required the use of a large number of completely new and unconventional parts. The wings, transmissions, airscrews, engines and systems are essentially the same as those used in conventional fixed-wing aircraft. To achieve a considerable saving in time and cost, the prototype X-18 has been designed round the fuselage of a normal Chase YC-122 transport.




*On left—*

**WING IN POSITION FOR THE TAKE-OFF :** It is tilted at an angle of 45 degs. The high-set wing has been designed to pivot through 90 degs. for vertical take-off, so that the airscrews work in a similar way to the rotors of a helicopter. During flight, the X-18 will look and work like a conventional twin-engined transport aeroplane, but with much less wing area than is usual. The Hiller Aircraft Corporation was awarded the contract for the development of a twin-engined tilting-wing convertiplane for the U.S. Air Force at the beginning of 1957.

**FROM THE REAR: The aircraft's "extra" engine, a turbo-jet fixed in the rear of the fuselage, is for the control of pitch in hover or transitional flight. The X-18 will be able to operate as a conventional fixed-wing transport with increased payload.**

# SHIPYARDS IN MINIATURE: *Building of Small Craft*

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

THIS autumn one of Britain's youngest, smallest, and technically liveliest firms of shipbuilders celebrated its fifth birthday and its fiftieth order; it had at the time about nineteen ships, worth about £2,000,000 in all, on its current order book. For just over £100,000 a ship, on the average, one cannot buy a big vessel. In fact, most of these were tugs, designed according to an entirely new method of construction. The firm is Seawork Ltd., formed by a naval architect in conjunction with an established shipping company, James Burness and Son. The original technique of construction is called "Hydroconic."

It is based on simplifying the hull design so that this can be formed simply from plates that are either cylindrical or conical, curved in only one direction. As a result, the plates can be welded into place, with round bar "stringers" along the side seams, without the extra furnace treatment at the yard, to give double curvature that is normally required. In essence, this is "hard chine" construction as one knows it in sailing-boat hulls, though the company now also builds a round-bilge form of hull in this way. The method of construction reduces the amount of framing required and speeds up the period of building considerably. But experience has also shown that the hull form used in these "Hydroconic" vessels, with a very flat run aft, gives a specially-designed propeller exceptional operating efficiency.

Not only in its original hard chine construction, but in this shape of the hull, a vessel of this kind has something in common with the lines of a racing dinghy, and indeed, its original naval architect designer is believed to have had the efficiency of certain modern sailing-boat hulls in mind in working out his original conception. In hydrodynamic efficiency, the modern racing yacht takes some beating. There are still some nuances of design where sailing-boat design can contribute to that of far-larger-powered vessels. Moreover, it is inevitable that experimental structures and materials will be tried out first on a small scale; and in the development of methods of plastic construction, over the last few years, larger vessels have gradually been built with methods originally tried out on nothing more dignified than a pram dinghy.

Builders of "small craft"—an elastic term stretching upwards from the aforesaid pram dinghy to say fishing vessels approaching the 1,000-ton mark—may own perhaps a third of the 600–700 shipyards and boatyards strung all around the coastline of Britain, though their total annual turnover is minuscule, perhaps £5,000,000-£10,000,000 out of the £400,000,000 a year or so of the whole shipbuilding industry. In numbers of ships, again, the building of small craft easily leads, turning out perhaps ten times as many vessels as the big shipyards. Their tonnage, however, is less than 5 per cent. of the shipping launched in a year.

The real difference between the skills of the two types of shipbuilder is perhaps in range and versatility. Britain's big shipbuilders build for world owners far more types of ship than some of their highly-productive competitors such as Sweden and Japan are prepared to take on. But in comparison with the range of light craft for defence, business and pleasure, even their custom-building begins to look relatively standardised. Trawlers, tugs, river steamers of every kind, high-speed motor-launches for the Admiralty or, alternatively, for, say, an oil company operating on Lake Maracaibo, in Venezuela, self-propelled barges and barge trains, firefloats, dredgers and pontoons—these are some of the commercial and Service types that the small yards are constantly turning out. Cross the frontier to pleasure craft, and the variety becomes enormous and bewildering; custom-built cruising yachts of all sizes and elaboration, a motley assortment of motor-launches and cruisers of every kind, and finally—in rather more disciplined classes but in great numbers—the smaller sailing yachts and dinghies.

In recent years, as naval building has steadily been cut down, and the British fishing industry has encountered various operating difficulties, orders for this heavier, more commercial end of the small craft business have thinned out. Some yards are having a very bad period. At the same time, there has been a steady building up of business among the makers of boats for pleasure—and an efflorescence of experiment both in hull design and rig and in materials and methods of construction.

This is already benefiting, and seems likely to benefit increasingly in future, from the revolution in mass leisure habits brought about since the war by rising standards of living and wider distribution of moderately high incomes. As people's incomes grow, they have a thicker slice left over of what is sometimes christened "discretionary income"—the money left after paying for rent, food, clothing, and the necessities of life.

A great proportion of industrialised countries' extra production since the war has been designed purely to compete for that discretionary pound or two a week left in the pocket of prosperous wage- and salary-earners. Kitchen equipment, the television set and the motor-car have been in the van of this competition, and there the vast majority of British wage-earners have still to attain the prize of a car, let alone anything further. But once the car is achieved, some sort of boat has a good chance of catching the restless consumer's eye. This has been the order of ownership in the United States, where there are now estimated to be 7,000,000 boats owned by private individuals and families. The British citizen has a long way to go in income before he commands the discretionary income of the American; but in most cases he has a considerably shorter way to go to the sea.

If one were ranking the "conventional luxuries" that consumers buy according to a ladder of price, the boat might indeed come before the car. One can get various small dinghies for about £50 complete, some kits of parts to make them up for less; several of the most popular racing centreboard dinghies cost less than £250 complete with sails; the motor-cruiser that one can buy for about £750 or the seagoing yacht from about £1,000 upwards compare rather impressively, as trim, complex possessions, with the classes of motor-car one can get in the same price ranges.

But it would be unrealistic, as yet, to ignore the fact that few people across the country as a whole (leaving out seaside dwellers) buy a boat until they own some form of personal transport—partly perhaps because the boat is an unashamed luxury for everyone, but more prosaically because getting to where you can sail it can be tricky without a car or scooter. Moreover, a car can take the smaller boats round the country on a trailer.

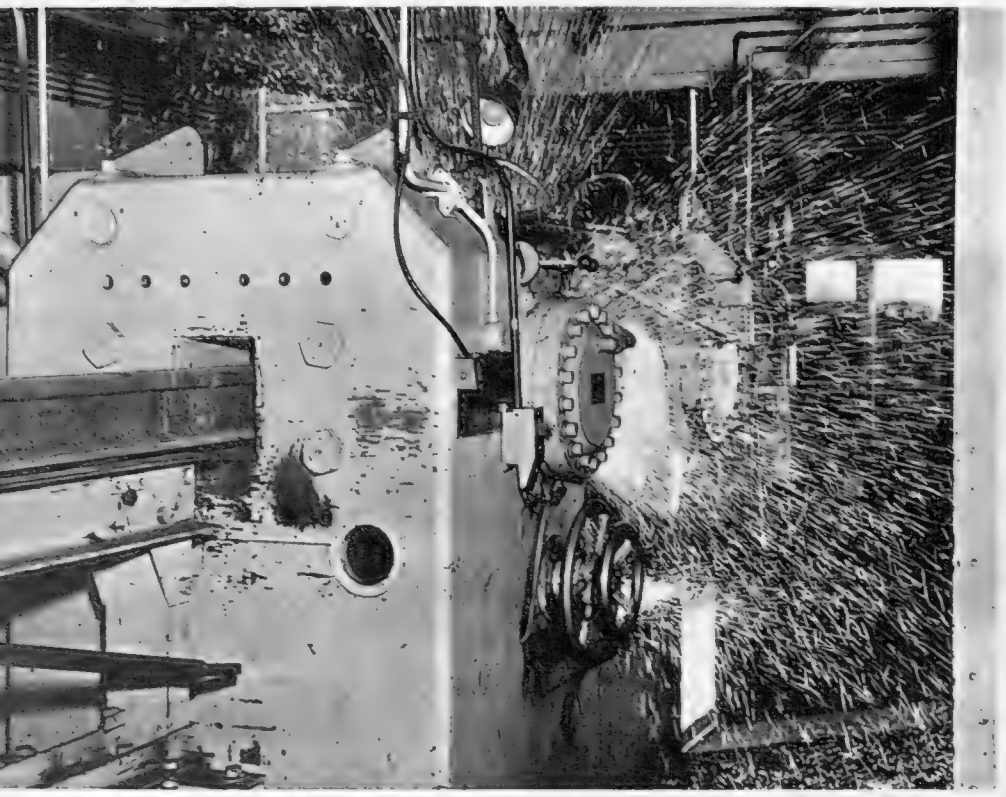
"Do it yourself" kits for making pleasure boats—along with some of the modern forms of construction—have developed partly through the sheer economics of producing the little vessels at prices young middle-class people can afford. Traditional methods of boat construction, with nailed seams over a built-up frame, demand skilled labour that has steadily become more expensive with the years, during a period when the boat-builders have been endeavouring to design ever cheaper craft.

One solution is to give the prospective owner the donkey-work to do, instead of charging him for having an expert do it; this fits well into the fact that most boat owners are inveterate tinkerers, getting practically as much fun out of working on a boat as sailing her. Another, for certain of the clinker-built dinghies that are still too hard for the amateur to take on, has been the development of glued hulls without the traditional hand nailing and frames, in which the new resin glues developed during the war for jobs such as the Mosquito are used with electric heating to set and cure them.

Another expedient, which began with small boats but is steadily being used for larger and larger ones, is the moulding of boat hulls out of reinforced plastics. The process is comparatively simple. The boat-builder first builds a master "primary mould" simply by making the boat he has in mind in the conventional way in wood. Then he builds up round this a secondary mould, generally of another plastic. Inside this he forms the outer skin of his moulded hull—which does require great care—and reinforces this with a reinforcing m: usually of glass fibre impregnated with plastic, to the required thickness. These moulded hulls, usually of polyester resins, have exceptional strength and resistance to corrosion or water absorption, and need no painting. Rigid cellular polyvinylchloride, a boat-building material that can be bent to shape when cold—usually coated with polyester laminates, offers another form of plastic construction. Foamed polystyrene, a rigid, lightweight cellular material, can be built into boats to give extremely effective buoyancy.

These new methods of constructing boats are economical in using skilled labour, and do offer relatively cheap boats considering their strength and durability; but they are, as yet, in no sense mass-production methods. A builder naturally makes as many examples to a given mould as he can (though for a racing boat designer-builder any variant of a basic hull form which turns out not to race well in practice needs to be discarded as soon as possible). With the exception of one or two firms now managing to sell their boats in Britain—and abroad—at the rate of several hundred a year, mass or even very large batch production must await the development of something approaching a mass market. But development of the pleasure-boat market has already made this almost the only "growth element" in Britain's shipbuilding industry to-day, and an ebullient competitor in the leisure goods market. And if Britain's standard of living goes on growing at recent rates, this market for the boat-builder must almost certainly grow to a level that will allow greater economies in production—and price.

**A TUG TAKES SHAPE: *Left*—The craft, which was built by Seawork Ltd. using a new method of construction, is seen in the framing stage. *Centre*—Workmen position the shell-plating. *Right*—The newly-built tug takes to the water for the first time. The firm has achieved remarkable results by using the Hydroconic system of hull design and construction. It is a simplified method of all-welded design. The construction of the hull and frames is such that much of the expensive shaping of steel is eliminated.**



**NEW RAILS UNDER PRODUCTION FOR BRITISH RAILWAYS: They are long-welded rails and are being made for the Eastern Region at Chesterton Junction, near Cambridge. *Left*—The machine is a flashbutt welder with a reciprocating motion during pre-heating. Lengths of rail are clamped in the contact blocks, leaving approximately ¼-in. gap between ends. The current passes through the electrodes, heating the rail-ends by stages. At the same time they are brought together and separated until, finally, they fuse. *Right*—The rail-ends are ground by an abrasive wheel to ensure a good electrical contact in the welding process, particular attention being given to ensuring that they are free from dust. On the right of the picture is a section of the roller conveyer on which the long-welded rails are moved from one operation to the next.**

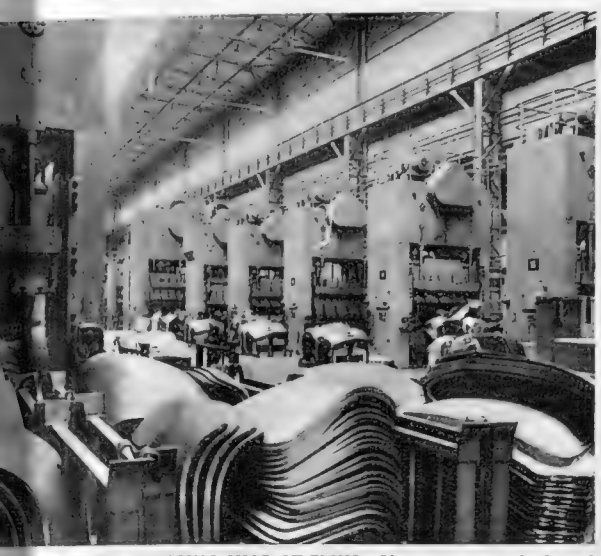
## LONG-WELDED RAILS FOR SMOOTHER RUNNING

At Chesterton Junction, near Cambridge, a site of 55 acres has been turned into a large civil engineering depot for the Eastern Region of British Railways. It is known as the Central Reclamation Depot and one section is devoted to the production of long-welded rails, the use of which is steadily increasing particularly in connection with the vast programme of modernisation. There are several advantages in using this particular type of rail. From the passenger's point of view the most prominent change from the old type of rail is the reduction of the "clickety-click" which is produced by the wheels on rail-joints, thus ensuring a more comfortable journey. For the railway authorities one of the more important advantages is the reduction in costs, as the maintenance of rail-joints represents a considerable portion of the total expenditure on track maintenance.

The pictures on this page illustrate stages in the production of the long-welded rails which range in lengths up to 300 ft. When complete, they are stored at the depot until required. Then they are loaded on to wagons equipped with small cranes which enable a speedy off-loading at the actual site. As soon as they are in position on the track, the rails are welded into even longer lengths of two miles or more. At each end of a long-welded rail, irrespective of its length, it is necessary to make some provision for thermal expansion or contraction. This necessity is met on the Eastern Region by the installation of expansion switches at each end of the rail. These consist of overlapping rail-joints which allow relative movement of rail ends to plus or minus 2½ ins. It is usually found that the only movement which takes place in a long-welded rail occurs within 200 ft. of either end. The remainder of the rail is in a state of compression.

**CHIPPING AND GRINDING: *Left*—After the initial processes, surplus metal is removed from the weld by two men using pneumatic chipping hammers. *Right*—At a later stage the head and sides of the rail, at the point of the weld, are ground to profile. The men are using a Bosch grinder which incorporates an abrasive wheel. Another section of the engineering depot at Chesterton Junction is devoted to the reclamation of permanent-way materials displaced by new items in the course of track-renewal operations.**

**THE FINAL STAGES AT THE CENTRAL RECLAMATION DEPOT: *Left*—The Fielding press, working at a pressure of 150 tons, is used to correct any slight distortion which may have been induced in the welding process. *Right*—After passing through the horizontal press, the rail moves forward to a position alongside the rail banks for storage. The rail, up to 300 ft. long, is moved into position by a series of Vaughan electric hoists. On the right, men are loading long-welded rails on to wagons equipped with small cranes.**



**THE PRESSING SHOP AT FLINS: Giant presses, designed by Renault and weighing 2,000 tons, stamp out the car body shells at the Renault works near Paris. The 500 operations necessary during this process are performed automatically.**

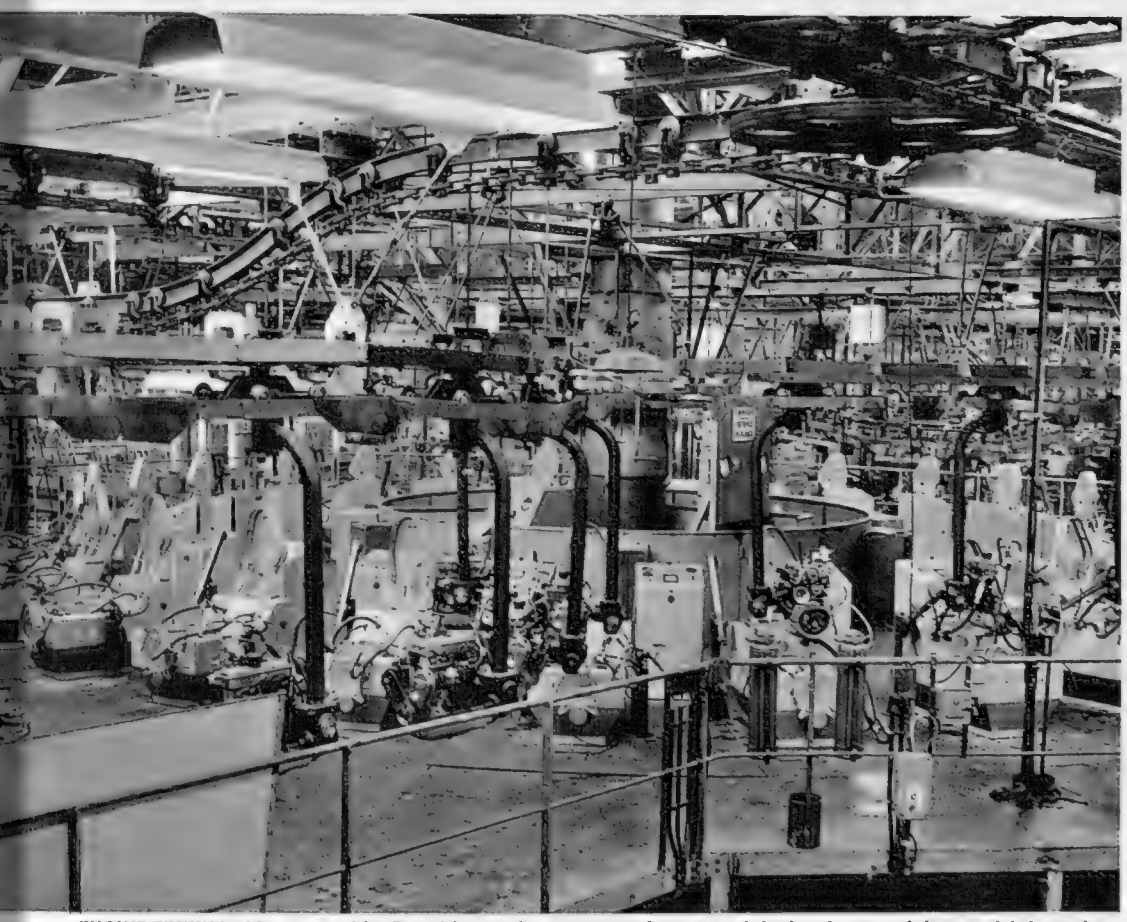
## A CAR EVERY 30 SECONDS

Some 25 miles to the west of Paris is the Renault plant at Flins. This has been in operation since 1952 when the first car came off the assembly lines. In 1950 it became necessary to enlarge the Renault organisation and as this expansion could not be achieved at the parent works at Billancourt, it was decided to build a new factory near Billancourt, in the Seine Valley. A vast production unit was designed and built as part of the extension and decentralisation programme of the " Régie Nationale des Usines Renault." The plant at Flins concentrates at present on the production of the Dauphine; it includes in the main facilities for stamping out the body shells, fitting the bodies, painting and upholstery work, and the assembly and delivery of the finished vehicles.

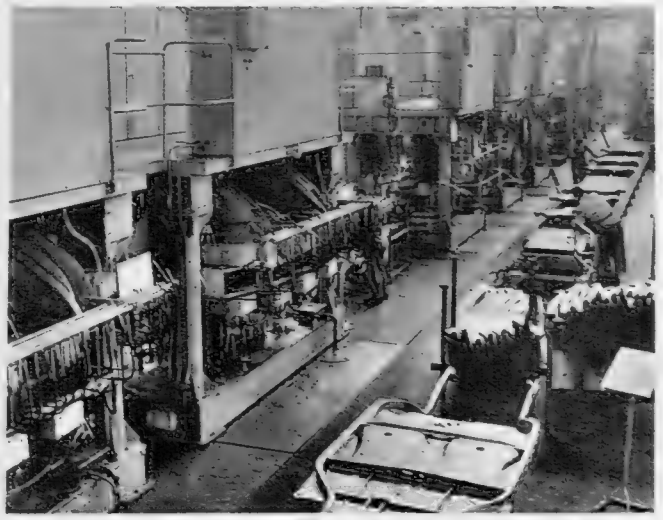
The buildings were constructed in the short time between September of 1950 and January of 1952. A second set of works, which doubled the production capacity, was built in 1955 to 1956. At the present, there are about 7,000 people employed and a total of 1,400 Dauphines are produced every day. This high rate has been achieved by careful planning and by using full automation. Examples of this are the assembly lines for the Dauphine models; electrical welding machines with multiple electrodes for car floor welding; stamping carried by sets of eight to ten presses working simultaneously; and automatic transport of the parts from one press to another. A building well over 500 yards long houses the double final assembly line. From the end of this finished cars appear at the rate of one every 30 seconds.

**THE ASSEMBLY LINE: On two parallel lines at Flins, the body shells of Dauphine models are carried in special skips on an overhead moving belt to the assembly section. Cars needing different engine and body specifications, destined for many parts of the world, are intermingled on the line. Planning is organised so that the correct body meets the correct engine.**

Renault is the largest French automobile manufacturer. At Billancourt, its main plant, nearly 40,000 people are employed. Besides Flins, other plants in the Paris area or in the provinces supply spare parts or miscellaneous products used in the industry. Elsewhere in the world, seven more plants assemble Renault vehicles. In 1957, about 336,000 vehicles left the assembly lines. About a million small 4 CV Renaults have been made. Every year the production figures have risen. The output for 1957 showed an increase of 27 per cent. over the previous year. The Corporation in that year became the sixth largest car producer in the world.



**ENGINE TESTING: After assembly, Dauphine engines are tested on a special, circular, revolving, multiple engine, test-bed. The process is automatic. Engine-testers make the necessary adjustments before the engines are despatched to the car assembly lines. The Flins plant is possibly the most automated in the world.**



**SPOT WELDING: In the foreground, right, is a completed floor and chassis members section. On the left is the spot-welding line where all the different welds are done in one operation.**

**THE PAINT TUNNEL: The bodies receive an undercoat and are " rubbed-down." They then pass to the paint shop at the Flins works, where they receive the top coats in the various colours.**

*The World of Books*

# THE LURE OF THE MOUNTAIN

*A New Book by Wilfrid Noyce; the Incredible Voyage of the Russian Fleet in the Russo-Japanese War; Perilous Escape from Samarkand; A Varied Selection of Novels*

MR. WILFRID NOYCE, who wrote *South Col*, an epic book about an epic climb, has another adventure and another book to his credit. With four other mountaineers he set out last year to climb a mountain in Nepal which he regards as the most difficult, spectacular and beautiful mountain he has ever been on. His account of the expedition, CLIMBING THE FISH'S TAIL (Heinemann. 18s.), is worthy in every way of being a successor to the earlier book and that is real praise. Mr. Noyce writes with the same admirable clarity and with his own brand of humour, gentle, self-depreciating and effective. He also gets down to cases and, as a start, examines the problem of why mountaineers find climbing mountains such a compelling business, to be dreamt of night and day. He concludes that "the urge to climb remains a kink or flaw in the otherwise respectable personality." Whatever it is—and I agree with the writer that it remains inexplicable—the urge is a positive one, and here is a man who not only feels it but acts on it.

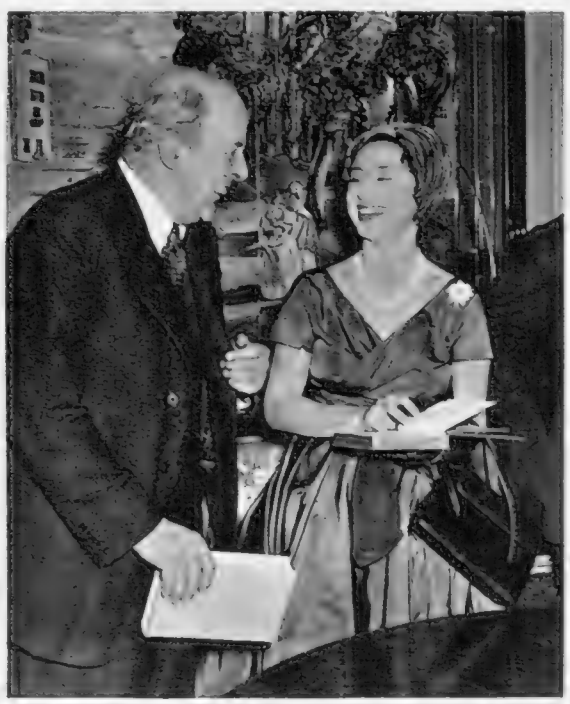
The mountain itself is not one of the greatest giants but it is undeniably impressive and it was to prove very intractable. There is genuine excitement in the record of the day-by-day attempt on its almost vertical slopes and its terrifying ice ridges. Some of the photographs of these are not only magnificent in themselves but alarming, when one considers the vantage-points from which they must have been taken. Altogether an irresistible book to anyone with even the palest reflection of Mr. Noyce's fervour for his subject.

In the course of the Russo-Japanese War, more than fifty years ago, "one of the most wretchedly useless wars ever fought," as Mr. Richard Hough so rightly describes it, a fleet set out from the Baltic on an 18,000-mile voyage to the Far East, where their objective was no less than the engagement and destruction of the Japanese navy. In command was a Russian admiral, frustrated, bad-tempered and fanatically loyal to his Tsar in spite of the impossible orders he had been given. The forty-two ships were mainly old and all were poorly equipped. The 12,000 men of the ships' companies were often mutinous, generally inefficient and, as a force, victims of unprecedented waves of despair or more occasional moments of heroism. Their task was an almost impossible one, and that they had some measure of success now seems incredible. THE FLEET THAT HAD TO DIE (Hamish Hamilton. 18s.) is their story, ably told by Mr. Hough and filled with extraordinary incident.

The Russia that could produce blind loyalty, corruption, idiotic muddle, courage or plain incompetence was only a few years in the past at the beginning of Mr. Jascha Golowanjuk's biography, MY GOLDEN ROAD FROM SAMARKAND (Harrap. 15s.), which opens with the author as a child in Samarkand, where his foster-father was a bank manager. As a twelve-year-old boy the Revolution of 1917 had been brutally brought home to him; a young classmate had been shot as he seized him in a desperate hug and men and women had been killed around him as he ran for cover on his way to what should have been a violin lesson. Reaching his home after a nightmare train journey of ten days, he soon found that conditions there were intolerable and that the family planned an escape, if possible to the Caspian Sea, from which they could reach freedom. Mr. Golowanjuk writes of this journey, three times attempted in terrifying conditions and finally successful. His book is genuinely moving as he writes of the small, hopeful, affectionate group of people, suffering almost lethal hardships and eventually winning through to a measure of "that most precious of all possessions, freedom." There is wonderful, exotic detail here and some descriptions of sultans, camel caravans, desert princes and bandits are too fabulous not to be true.

First of the novels this week, and a fairly curious book in its own way, is Mr. Anthony Carson's ON TO TIMBUCTOO (Methuen. 12s. 6d.). This is one of those books in which the humour depends on a single premise: that the hero is the kind of person to whom things happen. No determiner of his own fate, he is quite the opposite, a man who, setting out from London on a journey to Fez or Timbuctoo, finds himself either in a Swiss Cottage boarding-house for nudists, or in Blackpool, or in a second-hand submarine (by which time the reader is weakly saying: "After all, why not?"), or, most remarkable of all, actually in North Africa. Funny in a rather high-pitched way and written with an elegant economy.

SEEING LIFE (Collins. 15s.) is, as Freddie Lonsdale used to write, ". . . the reverse, my dear fellow." Mr. Alexander Baron has written about an ex-schoolmaster, ex-workman in a quarry, who has a fantastic success on TV, knows exactly where he is going and, literally, cashes-in on his popularity, his gramophone record sales and the whole *mystique* of the personality cult. He falls in love, if the phrase is not too tender, with a woman journalist, loses her through his cynicism, climbs on and glissades, finds her again and in the end proves himself to be lost to any form of human communication—except television. Snappily written and easily readable.



**A POETRY AWARD FOR MR. BETJEMAN: Princess Margaret enjoys a joke with John Betjeman during a private ceremony in London, during which she presented him with the third annual award of the Duff Cooper Memorial Prize—a cheque and a copy of *Old Men Forget*. This is the autobiography of the late Lord Norwich, who was formerly Sir Alfred Duff Cooper. Mr. Betjeman's collected poems appeared recently.**

Ladies from the Middle West, when they put pen to paper, or when other people put pens to paper about them, are not noted for either a tolerant or sophisticated attitude towards foreigners. The English, so far as the inhabitants of the cities upon the shores of Lake Michigan are concerned, are foreigners. Britishers, they are apt to call them, and at school they are taught that such ty habitually wear red coats. The English, on the o hand, seem to be convinced that the citizens of Chi spend their time shooting each other when not enga in sticking scarcely edible animal remains into tins, w they insist on calling cans. And so on.

The lady who writes under the name of Ro Packard could have chosen a better title than LOVE THE MIST (Constable. 16s.) for her novel about Illinois-born damsel who married an Englishman, bo hat, umbrella and all. For she is a very funny gal. M over, she gets as much fun out of the idiosyncrasie her own countrymen and that famous American wa life as she does out of the stuffy, boiled-cabbage, clan and deplorably insanitary existence we live in this cou In addition she is a very nice gal. Whoever Mr. Pack may be, he is a very lucky fellow to be cosseted by su type through all the rigours of life as it is "lived" the suburbs of a town in the North Midlands. I h they go on being happy and I hope lots and lots of pe will read her book and make her happier still.

A FRIEND IN POWER (Faber. 16s.) is wh American, thoughtful, clever, convincing and not at concerned with fun. Mr. Carlos Baker's setting i university somewhere in the eastern States of Ameri enlightened, fairly progressive but with a proper resp for the classical education. The President is about retire after thirty years and his announcement has effect of creating an eager, responsible little commi drawn from the teaching staff, or "faculty," who advise the trustees on a successor. Rather specialised definitely interesting and with one or two rewarding it were overheard, conversations.

There are two odd, intense and, in their separate w impressive novels from Australia this week. TO T ISLANDS (Macdonald. 13s. 6d). is by Mr. Randa Stow and is the history of an old man who for m years has run a mission station among the aborigi who comes to a grave crisis in his life and who w out, across the bitter desolation and dangers of North Australia towards the sea and the offshore isla that exist only in aboriginal myths. Powerful, hig imaginative and yet simple in language.

THE AUNT'S STORY (Eyre and Spottiswoode. 1 is another of Mr. Patrick White's original, strong, h fantastic novels which have the effect on the reader seeing every scene through a strong magnifying-glass that every tiny particularity stands out clearly, and co less, minute intricacies become apparent. The pre book was first published ten years ago, but it will be fresh interest to those admirers of Mr. White's work w have only read *Voss* or *The Tree of Man*. The jac design for the new edition is by a distinguish compatriot, the artist Mr. Sidney Nolan.

One of the most delicate feats in translation m surely be to render the work of Colette into English, h Antonia White has done it with a very high degree success in THE STORIES OF COLETTE (Secker a Warburg. 21s.). Here you will find collected eleven t of varying lengths but most of them with at least range of the *nouvelle* form. "Bella Vista," the story small Mediterranean hotel in which one of the wom proprietors turns out to be a man, a deserter masquerad

# OF WHALES AND WHALING SHIPS

*Mr. Villiers' Adventures During the Making of the Film "Moby Dick"*

Sailing a ship with a false bow and a fake stern in pursuit of an artificial whale in a stormy Irish sea is not the least of the adventures of Alan Villiers. On this famous occasion he was helping to make the film of *Moby Dick*, and incidentally the largely frustrating experience aboard that false ship, the *Pequod*, gave the Commander an unbounded admiration for film men and film makers. Hanging about waiting for wind and weather was the main preoccupation, and then suddenly, when all was ready for the cameras to whirl, Mr. Gregory Peck's false nose would come adrift and Captain Ahab would have to be created anew. Always there were heartbreaking difficulties, and one feels that Alan Villiers was glad to turn away from it all and do some real seafaring. GIVE ME A SHIP TO SAIL (Hodder and Stoughton. 18s.) shows that the author has never for very long been able to escape the unconventional at sea, and a whole section of his book deals with the astonishing *Mayflower* story, the launching (and near capsizing) and the sailing of that heavily-ballasted replica of the famous pilgrim ship. The *Mayflower* was not only weighted unduly with pig iron in her hold to help make her stable, but she was heavily burdened with debt; in all, about 100 British creditors claiming 92,500 dollars, and one creditor an additional 78,400 dollars. This provided historical accuracy to the last, says Commander Villiers, for after all, the original Pilgrim Fathers were head-over-heels in debt for long after their arrival in the New World. Alan Villiers is always fascinating in his evocation of the sea and ships, and never more so than in this book.

Making a film of old-style whaling is one thing; modern whaling, rather less perilous but no less exacting, is another. Paul Budker tells of WHALES AND WHALING (Harrap. 21s.) in a book that is based on half a lifetime of experience, and much of it practical and all of it to the point. Of special interest in M. Budker's book is the section devoted to the development of modern killing methods, including the use of electrocution aided by asdic and helicopter, things which would surely have given Moby Dick a considerable shock. The author deals with almost every aspect of the vast whaling indus and excellent photography assists the text.

After Roman Spain came Visigothic Spain, and th in turn the long period of Muslim rule which reached finest flowering when the all-powerful Caliph A al-Rahman ruled in Cordoba, laying the foundations a material and literary culture which has become wov into the pattern of Christian Spain. Mr. Edwyn Ho who spent five years in the Consular service in Spain a serving with much distinction in the Levant, has tak this great and far from well-known story of Musl Spain, revealing the splendours which emerged after conquest that had been child's play. To govern t conquered lands was infinitely harder; but govern th Caliphs did with firmness and very often with shrewdne Mr. Hole calls his book ANDALUS (Robert Hale. 18s the name under which the Arabs knew Spain when t Muslim Empire extended from the Indus to the Pill of Hercules.

A strong stomach, allied to a keen interest in medi matters, will probably sustain the reader through A. Baron's MAN AGAINST GERMS (Robert Hale. 16s The author deals exhaustively with the germs of thirte major diseases, their nature, their effect on human l and the means that man has developed to combat the Plagues have swept over mankind throughout the ag and it is remarkable how near they have sometimes co to engulfing him. The last years of the fifteenth centu in Europe brought dire pestilence; in 1489 Spain w

## SCHOOLROOM PERIOD PIECE

Most ageing men have curiously vivid memories of a few unrelated episodes of childhood. Maurice Baring's are few, and a continuous relation of events of childhood which is made bright, even exciting, instinct with truth and integrity, is a rarity. In CRICKET IN THE GRASS, by Professor K. de B. Codrington (Faber. 21s.), we find one, and the blurb, for once, does not exaggerate.

Kaye and Margaret are real children; their conversations and thoughts, their reactions to grown-ups, their variations of diffidence and self-confidence, their sense of beauty, their private world, all are authentic and ring as true as a new-minted shilling. Only when the boy is the guest of a Shropshire Baronet and experiences the internal economy of a great country house in the last days of privilege, was my credulity shaken, and I thought that perhaps in this brief phase his memory recorded *pro magnifico*. For the Baronet seems larger than life, larger than his House, even in those extravagant days before democracy and austerity curbed egocentric eccentricity.

I do not know if all Sherborne old boys would recognise the veracity of the last chapter, but even in that chapter the portraits are vividly drawn and all public schools bred "characters" before the wars. It is a charming, innocent, beautifully-written book and is worthy to stand beside Gwen Raverat's *Period Piece*—which is high praise.

**John Gore**

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*(Continued from previous page)*

happily enough during the past ten years, is probably the best of them all in technique as in brilliance of natural description, but the shorter "Patriarch" is a jewel of a country saga on its own, and "The Képi," written during the last war, is a little masterpiece. In fact, this volume will be a joy to the admirers of Colette and a splendid introduction, for others, to the work of a great French writer.

Two good thrillers this week and both of them from the United States. A KILLING IN THE MARKET (Macdonald. 10s. 6d.) is by the team of Winthrop Goodman, the scene is New York and Long Island, and the activities consist in sinister Soviet doings and dirty work on the Stock Exchange. The authors appear to know a great deal about Wall Street and can at least invent a considerable amount about Communist methods, some of which rings unpleasantly true. I found it entertaining, adult and quite credible enough. It has its funny moments, too, which makes as good a combination as one can generally hope for.

THE DOOMSTERS (Cassell. 12s. 6d.), by Mr. James Ross Macdonald, is of sterner stuff with fewer moments of frivolity and, to compensate, more genuine excitement. The setting here is California and the story opens with enough of a bang to keep the reader in a suitable state of tension. Mr. Macdonald is very good at this kind of thing, and it should be enough to say that the intervals between his thrillers always seem too long.

**Vernon Fane**

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ravaged by typhus; in 1492 diphtheria struck the city of Nurnberg; and a year later smallpox and measles swept through all Germany. Three years later, when Charles VIII claimed Naples for France and led an army of mercenaries into that city to be followed by the army of Ferdinand of Spain, the fraternising and carousing troops were struck by syphilis, which had been brought to Europe from the New World. When those mercenaries later scattered to their homes the whole continent was caught in the grip of this social disease in its severest form. Dr. Baron, a micro-biologist chemist, won the Saxton Award in 1953, and this has enabled him to carry out the research for his book, a most scholarly work, which will no doubt prove of service to historians in particular, perhaps providing the key to social changes which have, up to now, been only half understood.

Reginald Denham's STARS IN MY HAIR (Werner Laurie. 21s.) is an entertainingly-written autobiography that belongs to the world of the theatre. Mr. Denham's chronicle covers about forty years; for he made his first stage appearance under Beerbohm Tree in 1913. Latterly his successes have been on Broadway (which, incidentally, does not always wear a smile). His successes and failures produce a spate of good stories and much small talk, but the atmosphere is authentic, and Mr. Denham has, without doubt, written a book that will give pleasure to a host of good friends and acquaintances in the world of the theatre on both sides of the Atlantic.

Sean O'Callaghan's THE JACKBOOT IN IRELAND (Wingate. 13s. 6d.) is an account of a wartime visitation to Ireland by a German officer who sought to integrate the ambitions of the German High Command with those of the Irish Republican Army. The man's name was Goertz, and he finally cheated his Nuremberg accusers in the same manner as Hermann Goering, swallowing a phial of potassium cyanide. Long before then Goertz had been disappointed in his mission; the Germans had apparently hopelessly overestimated the Irish.

R. C. E.

**WAITING FOR THE PRESIDENT: Groups of young women stand in balconies above the foyer of the Opera House in Paris before the arrival of President Coty for the gala performance and soirée for a distinguished audience in aid of the charities supported by the Legion of Honour. This was generally regarded as one of M. Coty's last social appearances as President of France.**

**CEREMONIAL ENTRY OF THE HEAD OF STATE: President Coty is escorted into the Opera House past guards with drawn swords. It is expected that the formal announcement of the succession of General de Gaulle as President will take place next week.**

## GALA IN PARIS

The gala performance and soirée at the Paris Opera on December 19 was of especial importance because it was one of President Coty's last social appearances in office. Two days later, according to general expectation, General de Gaulle was elected to succeed him as Head of State under the new constitution. The first person to congratulate him was M. Coty. It was understood that he would continue in office until some time next week. The proceeds from the evening at the Opera were devoted to the charities supported by the Legion of Honour, the funds mainly being used for orphaned children whose fathers were officers in the French Army. The President of the Republic is the Grand Master of the Legion. The programme for the gala performance included extracts from *Tosca*, *The Barber of Seville* and *Il Trovatore*, and among the singers were the soprano Maria Callas, Tito Gobbi, a great favourite at London's Covent Garden, and Albert Lance. After the performance 450 guests moved to the foyer for a dinner. They were headed by President Coty. An important political guest, taking a well-earned spell of relaxation from his labours at the Atlantic Council, was M. Spaak, the Secretary-General of NATO.

**THE DINNER AFTER THE PERFORMANCE: Some of the 450 guests are seen at table in the foyer. Among those present were President Coty and the Duke and Duchess of Windsor.**

**A GUEST SINGER: Madame Maria Callas, the soprano, sits at dinner after the gala in which the programme had included extracts from *Tosca*.**

**A REVIVAL AT LONDON'S ROYAL OPERA HOUSE: Michael Somes as the Prince, Rita Wilde as the Negro and Svetlana Beriosova in the title role dance in *Cinderella* with members of the Corps de Ballet of the Royal Ballet company. The revival of Frederick Ashton's ballet set to Prokofiev's music was brought into the current programme shortly before Christmas and is having six performances this month.** On the first night and for three other performances, Cinderella was danced by Dame Margot Fonteyn. On the second night the Cinderella was Svetlana Beriosova. In the coming performances the latter alternates in the part with Anya Linden and Nadia Nerina. Hugo Rignold is the conductor.

# "CINDERELLA" AT COVENT GARDEN

*A Seasonable Ballet in London*

*On right—*

**AN INNOVATION: Margaret Hill (left) and Moyra Fraser dance the Ugly Sisters. In earlier presentations these parts were danced by men, notably by Frederick Ashton and Robert Helpmann.**

**IN THE TITLE ROLE: Dame Margot Fonteyn (left) and Svetlana Beriosova are both in their costumes as Cinderella. They are two of the four ballerinas scheduled to alternate in the part.**

**ONE OF THE MOST FAMOUS OF FAIRY STORIES TRANSFORMED INTO A DANCE: The scene on the stage of the Royal Opera House is the Prince's Ball, with Svetlana Beriosova as Cinderella. Leading male parts in the current production are danced by Michael Somes (the Prince) and Alexander Grant (the Jester).**

**FRANCE**—The harbour at Collioure, in Southern France, is seen from the castle. In the centre background is the fourteenth-century church with the round tower. In this special annual Travel Section of THE SPHERE Gordon Cooper refers to seaside resorts abroad on pages 36 and 37. Elsewhere, he comments on holidays in Britain ; on road, sea and inland waterways ; holidays with a difference ; as well as giving details of travel arrangements.

*The Sphere of Travel*

# HOLIDAY-TIME IN 1959

*An Annual Survey of Travel Arrangements; Resorts and Places of Interest; Travel Advice, and a Glimpse at Some of the Events Throughout the Year*

By GORDON COOPER

MORE of the British population took holidays away from home in 1958, and a bigger proportion of them than ever went abroad. Even so, travel abroad still represents a small proportion of the total British holiday movement, and there are signs that it is now slowing down. These are the main conclusions of a holiday enquiry conducted by the British Travel and Holidays Association, supplemented by a Gallup Poll survey of trends in holidaymaking.

Last year, in fact, many travel agents, but not all, found that their early expectations of a further boom year were not realised, possibly due to a slight industrial recession in the Midlands. Anyway, 14 per cent. of British holidaymakers went abroad, even though this number was only 4 per cent. greater than in 1957.

In order of popularity with British tourists are France, Germany, Switzerland, Belgium, Italy, Holland, Spain, Austria and Scandinavia, with a small tail to other foreign countries. Belgium's relatively high position was undoubtedly due largely to its International Exhibition; normally, Italy would be among the first four leaders. The solid attractions of Holland for a holiday are worth noting, while the recent boom in Spanish travel is tending to decrease, mainly due, in my opinion, to too fast development of resorts and hotels. It would be a good thing if this otherwise delightful land decided to consolidate its gains for a while.

Travel organisations of all kinds, however, always think in terms of never-ending expansion, but as it is clear that business is becoming harder to get, it means that holiday offerings must be made more attractive. Thus we see that in 1959 there will be in almost every direction better and cheaper transportation facilities. B.E.A., for instance, is most enterprising in its fare reductions and in its development of new routes, while Silver City has once again slashed its prices on its cross-Channel vehicle ferry services. Train services, too, on the Continent have been generally speeded up on long-distance journeys. I feel confident, indeed, that there are still many people who prefer to travel overland, although the popularity of chartered flights by travel agents continues to be developed. Some of these air inclusive tours are bargains and are actually cheaper even than going by train and ship.

One result of holidays by air is that more distant horizons are opening up. After all, by air you can reach Athens, Beirut or Israel in less time than you would take to travel overland to the French Riviera. I believe this expansion of holiday areas will continue. Although developing new ideas in travel takes time, there are several agents who do try to get away from the beaten track. Not that I would deprecate holidays in established resorts, for they usually hold their position because of what they have to offer.

Another direction in which I foresee considerable developments is in motoring tours abroad. It is, to my mind, the most delightful way of seeing a countryside, provided you plan a sensible itinerary and do not aim at large mileages. It is so easy now to rent a self-drive car in almost every European country, and no one need fear that there will be snags, for even learning to drive on the " wrong " side of the road is a feat that is soon acquired. In any case, the local police are invariably kind to foreign visitors, even if they do commit some error.

Elsewhere in these pages I list some of the ship holidays that will be available this coming summer. This is, without a doubt, the most comfortable form of holiday, for once you are on board, it is your home for the rest of your time abroad. Then, if you have never yet tried it, a cruise on one or other of the inland waterways of Europe can be a delightful as well as a most restful experience.

Restful in another way are the constantly popular motor-coach tours, but here I would emphasise the importance of choosing a leisurely trip. It is absolutely absurd to think, for instance, that you can " do " six countries in ten days, for you will see nothing that really matters. In fact, I have met some travellers who have gone on one of these headlong flights through Europe and returned home not only quite exhausted but with the vaguest ideas on where they had been. It was usually a case of a rushed departure at 8 a.m. and a wearied arrival at 8 p.m., with hardly time to do more than send off a few postcards from each place of slumber.

It is a melancholy paradox that the development of the means of locomotion has almost killed the gentle art of travelling. The word " travel " in itself implies labour, and it would seem that the scientific elimination of toil from the traveller's lot has deprived travel itself of its most exquisite essence and charm. I am not exaggerating when I say that my own outstanding travel joys have come when I have gone the hard way, on foot preferably and lodging in country inns. It always seems to me absurd to try and be in two places at one and the same time, yet this is undoubtedly the ideal of our machine-made civilisation. Take thought, then, whether it would not be a better holiday if you allowed yourself time to " stand and stare."

**SWITZERLAND**—The sun casts a shadow on the steps which lead up to the higher part of Fribourg, the picturesque town on the steep bank of the valley above the Sarine.

*The Sphere of Travel*

# BY THE SEA

*Holiday Resorts Around the Rim of Europe, from Norway to Israel*

AFTER the exacting pace of modern living, there is no better opportunity for most people to "unwind" and to enjoy life, even for a short time at a more leisurely tempo, than beside the sea. In any case, seaside holidays have always been popular with Britons. There are, around the coast of Europe, hundreds of holiday resorts. I can only give a few recommendations.

*NORWAY.*—Despite the lengthy shore line, the coast of this country has few sandy beaches. In fact, the only resorts are at Sola Strand and at Randaberg, both near Stavanger, and at Fevik on the south coast, where there is also Mandal which has the best beach of all, but is rather lacking in suitable accommodation. At the other places mentioned, there are good hotels. Remember, though, that the bathing conditions can be erratic.

*SWEDEN.*—On a minor scale, as regards hotel accommodation, there are Marstrand, Lysekil and Bovallstrand in the province of Bohuslan (north of Gothenburg); Tylösand and Halmstad in Halland; and Bästad and Falsterbo in Skane. All these lie south of Gothenburg, on the way to, or just beyond, Malmö. Lysekil, Tylösand and Bästad are my recommendations. Visby (Gotland) is the most interesting resort, but it is rather far distant, and there is not much sandy beach.

*DENMARK.*—Another country with a very long coastline, considering its size. All around it are many superb sandy beaches. Recommended tourist areas are the Island of Fanö (ideal for the family), North-West Jutland coast, East Jutland coast, Island of Fünen, the Sound and North Zeeland coasts, and my own especial favourite, the island of Bornholm, where Gudhjem and Sandvig are specially recommended.

*GERMANY.*—The German coastal resorts deserve to be better known by Britons, and, worth noting, prices are as low as anywhere in Europe. Almost without exception, you will find marvellous sands and often organised entertainments. Ease of access also suggests them as being suitable for a family holiday. The East Frisian Islands are outstanding for their miles of sands, and bathing is safe everywhere. Norderney and Borkum are the large and fashionable resorts; Wangeroog and Juist come in the middle class; while Spiekeroog, Langeoog and Baltrum are the least developed.

Heligoland is noted for its wonderful air, its bird life, its curious red rocks, its inhabitants who speak an English-German dialect, and for the fact that it is exempt from customs duties. There are opportunities for bathing, but the present hotel accommodation is limited. Farther north, in Schleswig-Holstein, there are several seaside resorts facing the North Sea, including those on the island of Sylt, where Westerland is the main centre. Here the sands are glorious. Then, on the Baltic, there are a number of pleasant seaside resorts, including cosmopolitan Travemünde, which is often called the "Monte Carlo of the North." It also offers an elaborate night life. The other resorts on this Baltic coast are Timmendorfer Strand, Scharbütz, and Grömitz, all suited for family holidays.

*GREECE.*—The many islands and indented coastline, so characteristic of Greece, provide ideal beaches; but there are few organised resorts, although in this category the beautiful islands of Rhodes and Corfu must be mentioned. On the mainland, Ædipsos and Loutraki can be considered, with the added attraction that they can form bases from which to explore many classical sites. Further information from Oceanways Ltd.

*BELGIUM.*—There are about twenty-five resorts on the 40-mile-long Belgian coast. The chief difference lies in their size, for all have excellent beaches. To the east of Ostend, itself a most entertaining place for a holiday, the large and very popular resorts are Blankenberge and Knokke-Le Zoute (Albert Plage forms part of Le Zoute) while in the medium-sized category are Le Coq, Wenduyne and Heist-Duinbergen. Bredene, close to Ostend, is a small, quiet resort. To the west of Ostend, La Panne is the only fairly large resort, with Coxyde and Middelkerke in the medium-sized category. The small resorts include Westende, Nieuport and Oostduinkerke.

*FRANCE.*—Along this country's 2,000 miles of coastline, there are more seaside resorts than in any other country of Europe. It is, indeed, no exaggeration to claim that there are none better for a holiday, but I think that you should always make sure, when making your arrangements, about the state of the beaches. It is disappointing to arrive at some chosen place and find that instead of golden sands there are rather uncomfortable pebbly beaches.

The most popular resorts with Britons are those in Brittany and the Côte d'Azur, with the Basque coast a rather poor third. Yet I like this sunshine coast the best, just as I delight in Biarritz for a holiday by the sea. But there are many other resorts along the Atlantic coast, farther north, which offer appeal, notably Arcachon and, for a quiet holiday, the islands of Noirmoutier and Oléron. You will find, too, several of the islands of Brittany attractive, notably Bréhat, Belle-Ile, and for the adventurous, Ouessant (Ushant). As I am sometimes asked about holiday conditions on France's Western Mediterranean coast, I would say that while the beaches are glorious the mosquitoes are the reverse, and as a result there is a lack of hotels.

*HOLLAND.*—A feature of Holland's seaside resorts is that they all have broad, sandy beaches entirely free from stones. The main holiday centres lie along the North Sea coast of the provinces of North and South Holland—useful bases for excursions to the most important art cities. They include Scheveningen (the largest), Noordwijk (the most select), and Katwijk (for the family). Farther north are the small resorts of Wijk-on-Sea, Castricum, Egmond-on-Sea, and Bergen. The Wadden, or West Frisian Islands, are famous for their interesting bird life, but Texel is the only one with hotel accommodation. Popular with Britons are resorts on Zeeland, such as Domburg, and Flushing. This Dutch province is notable for its costumes and for its historic towns, like Middelburg, Veere, Goes and Zierikzee.

*ITALY.*—Like France, Italy has hundreds of seaside resorts, many of them with glorious sandy beaches. The most popular places are to be found on the Italian Riviera, the Tuscan coast, Sicily, the Adriatic Riviera, and in Venezia. Sardinia, a most delightful island, is gradually being developed for tourism.

It is quite impossible to state that any one of these suggested coasts is the "best," but I would say that the Adriatic Riviera offers the most economical holidays, and now that an airfield has been opened at Rimini it makes the string of nearby resorts within easy reach of Britain. There is really not much to choose between the larger centres, such as Rimini, Riccione, Bellaria and Cesenatico, although my own preference is for the smaller places, especially San Benedetto del Tronto and Gabicce. Then, in Venezia, Jesolo is not only a lively spot in itself, but from it Venice is quickly accessible.

Around the Bay of Naples, the island of Ischia offers by far the best beaches, but the rapid development of its tourist industry has, I feel, deprived it of much of its old-time charm. Capri, I might add, is not a good place for a bathing holiday, for it lacks all but the tiniest of beaches. Farther north, however, Elba has some of the best sands in Europe, while for the escapist I suggest the tiny island of Giglio—but with only very simple accommodation. Sicily is another island of great charm, but where there are good beaches there is rarely any accommodation; an exception is Mondello, near Palermo. On the nearby Lipari Islands, underwater

***On left:***

**YUGOSLAVIA**—Probably the most popular resort on the country's Adriatic coast is Opatija, near to Rijeka, which is a convenient railway terminus and seaport. Behind the town rise the wooded slopes called the Ucka

**SPAIN**—Tossa is an attractive seaside resort on the coast near Barcelona. In the background are the walls of the castle built in medieval times as protection against the Barbary pirates. The resort is favoured by English tourists.

**BELGIUM**—Long lines of dunes and stretches of sandy beach are typical of this country. There are about twenty-five resorts of various sizes along the 40-mile-long coastline. They all have excellent sands and bathing facilities.

exploration is first-class, although the available hotels are pretty well Z-class. For reasonable standards of comfort, you cannot do better than choose the Italian Riviera, which is easily reached from Britain. Large resorts, such as San Remo, Alassio, Santa Margherita and Rapallo hardly need further commendation, but I also like very much the smaller places, like Diano Marina, Celle Ligure, Nervi and Camogli.

*MALTA, G.C.*—While the bathing beaches are some distance from Valetta (the main centre for hotels) they are easily reached by frequent bus services. But this sun-trap island in the sterling area has so many other assets—sporting facilities of all kinds, a wealth of historical interest, beautiful scenery—that it has all the ingredients for a wonderful holiday.

*PORTUGAL.*—This country's 500 miles of coast consists largely of very fine beaches, but they are dangerous for bathing, and it is only at the comparatively few resorts that the holidaymaker can enjoy a dip in the sea. Estoril, the most fashionable, and Figueira da Foz, the most popular, are the main resorts, while Praia da Rocha, on the southern Algarve coast, Ofir and Espinho, both north of Oporto, are attractive smaller places. You might care to stay, however, in one or other of the little, colourful fishing villages—Eriçeira is my favourite.

*SPAIN.*—If you are a sun-seeker, you cannot go far wrong in choosing one or other of the Spanish seaside resorts for a summer holiday. I would except the North-Western coast facing on to the Atlantic, where climatic conditions tend to be variable. But, of course, you may be lucky and find in San Sebastian or Santander just what you want. I think, too, in choosing a resort in Spain you should find out the class of clientele. It is not, for instance, to everyone's liking to be surrounded by hordes of rather noisy Swedish or German groups; nor do I think that every Briton delights in being set down in some place where he is in a thoroughly British atmosphere, with his compatriots all around. But, I suppose, this is a matter of individual taste, and for those who prefer such an environment I would suggest a stay in either Torremolinos or Tossa de Mar.

More cosmopolitan is Palma (Majorca), but it lacks bathing facilities, except at a distance from the city; yet it is a perfect centre for interesting excursions, while the city itself is delightful. Minorca, notable for its archæological remains, has now become tourist-minded, but it is a much sterner island than either Majorca or Ibiza. For those who like to get away from it all, I suggest Cala de Alcaufer and Ciudadela, while there is a comfortable hotel in Port-Mahon.

*YUGOSLAVIA.*—The Dalmatian coast really is a fascinating place for a holiday, but I think you want to be careful in your choice of an hotel, for except in Opatija and, to a lesser extent, in Dubrovnik the standards of accommodation are not always satisfactory. These two places, in any case, are the outstanding resorts, but I would also mention Lovran, Crikvenica and Rab, all of which offer picturesque appeal. I also like very much Split, one of the most interesting towns in Europe.

*ISRAEL.*—Although this most interesting country may seem to be rather far distant for a summer holiday, it can be easily reached in one day by air. Nor is the cost excessive if you take advantage of combined arrangements for transportation and hotel accommodation. An eleven-day holiday costs, for instance, only £135. There are some glorious beaches, too, with fine hotels at Ashkelon, Herzlia (near Tel-Aviv) and Shavei Zion (north of Acre); all are good centres for excursions. Then, if you want real heat, you could fly down to Eilat on the Red Sea, where there is a comfortable, air-conditioned hotel and lots of fun.

## SOURCES OF INFORMATION

WHILE your travel agent should be able to answer most queries concerning the mechanics of travel, there may be other matters on which you require information. When in doubt, get in touch with the official information office of the country concerned. Here are their addresses in London:

| | |
|---|---|
| *Austria* | 219, Regent Street, W.1. |
| *Belgium* | 167, Regent Street, W.1. |
| *Denmark* | 71, Piccadilly, W.1. |
| *Finland* | Finland House, Lower Regent Street, S.W.1. |
| *France* | 178, Piccadilly, W.1. |
| *Germany* | 6, Vigo Street, W.1. |
| *Greece* | 34, Hyde Park Square, W.2. |
| *Holland* | 38, Hyde Park Gate, S.W.7. |
| *Iceland* | 161, Piccadilly, W.1. |
| *Israel* | 59, St. James's Street, S.W.1. |
| *Italy* | 201, Regent Street, W.1. |
| *Luxembourg* | 167, Regent Street, W.1. |
| *Norway* | 20, Pall Mall, S.W.1. |
| *Malta* | 24, Haymarket, S.W.1. |
| *Portugal* | 20, Regent Street, S.W.1. |
| *Spain* | 70, Jermyn Street, S.W.1. |
| *Sweden* | 52, Conduit Street, W.1. |
| *Switzerland* | 458, Strand, W.C.2. |
| *Yugoslavia* | 143, Regent Street, W.1. |

For Andorra, Liechtenstein, Monaco and San Marino, it is necessary to write to their respective National Tourist Offices in Andorra-la-Vella, Vaduz, Monte Carlo and San Marino.

*The Sphere of Travel*

# SUGGESTIONS FOR TOURS

*The Pick of the Holiday Plans of Some of the London Travel Agents*

THERE are nearly 2,000 travel agents' offices in the United Kingdom and Ireland. A proportion of these are branches of the "Big Nine"—members of the Creative Tourist Agents' Conference, while many small firms are content to act as agents for tours organised usually by certain London travel agents. While naturally the bulk of popular tours are planned for well-established resorts, one finds here and there something that is more original. In order to help readers who wish to go on an organised holiday I have culled the brochures for 1959 of certain firms who have a good reputation and can be relied on. It is, I might add, a mistake to deal with a "mushroom" firm, however attractive their brochure. Often with this kind of agency you are dissatisfied with the holiday provided, and, in addition, you can seldom obtain satisfaction for your complaints.

*THOS. COOK AND SON LTD.*—This pioneer holiday travel organisation is not, I am sometimes told, "as good as it used to be." My answer is that if Cook's still tried to carry on in a pre-war atmosphere, then they would hardly exist to-day. As it is they have adapted themselves to a new travelling public, using their immense experience to provide excellent holidays at reasonable cost in most of the popular European resorts. Even for the independent traveller it often pays to make arrangements through this firm, if only because the "Man from Cook's" will be found in all Europe's main railway stations and may well prove to be a "friend in distress" when an emergency or difficulty arises. Then, their many local offices can also prove useful in many ways, for information, receipt of mail, and for dealing on the spot with any possible complaint about your hotel.

*LUNN'S.*—King-Flight holidays are a prominent feature of this firm's plans for 1959. This means that the total cost of your fortnight's holiday is not much more than you would have to pay for the air fare alone if you were making your own arrangements. In any case, with Lunn's you are entirely independent and are not just one of a conducted party. A fifteen-day holiday at San Sebastian for 39½ gns. and an eight-day holiday in Ostend for 14 gns. strike me as being excellent travel bargains. There is also a fifteen-day tour to Russia, using the Russians' TU-104 for transportation—a 4½-hour trip each way on this giant jet—and providing an opportunity to see several major cities and resorts.

*POLY TRAVEL LTD.*—Like Cook's, this firm has kept pace with the times and provides a big choice of organised holidays in most of the popular European resorts. They also offer three air holidays to the U.S.A., and there are also sea trips to New York in the *Queen Mary*; a twenty-six-day Eastern Seaboard Tour costing £252.

*FOURWAYS TRAVEL LTD.*—Specialising in motor-coach tours, this agent offers a "European Highlight Tour" (from 167 gns.) and "The Classic Tour of Europe" (from 198 gns.) which should make special appeal to overseas visitors. Incidentally, both tours allow for periods of leisure. Another compact holiday of eight days takes you by road to the controversial city of Berlin (from 36 gns.). A new tour plans to take you across the Arctic Circle into the Land of the Midnight Sun and Lapland, while there is also a tour of Russia, Finland and Denmark, which at 160 gns. for twenty-four days seems remarkably good value. Warsaw, incidentally, is one of the cities visited *en route*.

**ITALY**—Among the small towns on the coast of the Gulf of Genoa, in Italy, Camogli is one of the most attractive. It has a picturesque harbour and is set in the splendid scenery of the Portofino Peninsula. The resort is also a good centre for excursions.

*W.T.A.*—Don't let the title "Workers' Travel Association" deter you from studying this firm's brochure, for I would say they are the most *creative* member of the Creative Tourist Agents' Conference. Most of their holidays at home and abroad are designed to cater for thrift travellers. I like especially their very pleasant guest-house holidays in Britain, and they are sometimes held in historic mansions. From personal experience, I can say they are excellent value. Then, the W.T.A. run some original holidays, such as sketching party holidays, horse-riding tours, coarse-fish angling holidays in Ireland, canal cruising, and sailing holidays in Britain.

*ERNA LOW TRAVEL SERVICE LTD.*—Among the original planners, this firm is second to none. It has also established a special niche for itself in providing House Parties, both in Britain and abroad, which are specially designed to attract the professional classes. An Irish Castle Holiday certainly seems inviting, also a House Party near Stockholm. Erna Low's new discoveries for 1959 include two holidays in Portugal, one being at Sesimbra (near Lisbon), the other at Praia da Rocha, on the southern Algarve coast—an enchanting spot. Worth noting, too, are the Teenagers' Parties in Italy, Austria, France and Switzerland. There are also Family Holidays in various lands.

*HORIZON HOLIDAYS LTD.*—This is a firm which specialises in providing comfortable hotels rather off the beaten track. Their list includes holidays at Port-Mahon (Minorca), Tangier, Ofir (Portugal), and Calvi (Corsica). Alghero, on the coast of Sardinia, is also a Horizon holiday centre.

*C.I.T.*—Three new features are to be noted in this firm's programme for 1959: charter flights by Alitalia to Turin, Pisa and Rimini; an Adriatic cruise every two weeks on a comfortable small yacht taking only twelve passengers; and a "Discovery Tour," which takes you to such fascinating, but off-the-beaten-track, places as Verona, Ferrara, Urbino, San Gimignano, Cremona, Lucca, and Volterra. Bologna, Rome, Florence, Orvieto, Siena and Rimini are also visited on this tour, costing only £54.

*B.E.A.*—Of all our nationalised industries, B.E.A. is the only one that reduces its prices. This summer, for instance, among the wide range of all-in air holidays (obtainable through travel agents), minimum prices are down several pounds from the charges made last year.

*FAIRWAYS AND SWINFORD LTD.*—Two interesting tours to Morocco are planned leaving London by air on May 8 and October 2. The curious town of Xauen and the excavations at Tingiss are included in the itineraries, which will be made by private cars. In June, there are botanical tours to the Alpes-Maritimes and to St. Luc (Valais).

*WINGS LTD.*—This enterprising firm offers some interesting Hellenic air tours at most reasonable prices; a Dalmatian coast cruise, a coach tour in Portugal; and a holiday at Bonassola, in the Cinque Terre (Italian Riviera)—this is the first time that any travel agent has "discovered" this corner of Italy, the home, too, of celebrated wines. Companion organisation to Wings is Ramblers' Association Services, who make a feature of open-air travel, including climbing and walking tours.

*LAMMIN TOURS.*—Another enterprising firm that specialises in luxury, leisurely tours by motor-coach. In the 1959 programme, there are tours to Greece and Turkey, to Finland and Russia (including a visit to Kiev), and to the Sahara.

*HICKIE BORMAN LTD.*—A specialist firm in Yugoslav travel. To be noted is their leisurely tour along the Dalmatian coast, including a visit to Plitvice by road.

*WORLD SPORT AND TRAVEL SERVICE.*—Underwater exploration at Le Trayas, pony-trekking in Norway, riding holidays in Switzerland, and sailing in Norway and in Switzerland indicate a few of the activities of this firm which specialises in active, open-air holidays.

*F. AND W. INGHAM LTD.*—In 1960 comes the famous Oberammergau Passion Play, and Ingham's are already making the necessary reservations. Among their tours I like the one that takes you by steamer down the Danube from Linz to Vienna, where four days are spent, followed by a stay at another Austrian resort (at your choice). For Austrian holidays especially I give this firm a special recommendation.

*MILBANKE TRAVEL LTD.*—A reliable firm, one of whose *Flair's* fifteen-day holidays is based on Horocco.

*MOTORWAYS LTD.*—This is one of the most reliable firms for luxury motor-coach tours. In addition to their usual itineraries, there is a thirty-day Motor Pullman Tour this summer to the Soviet Union and through Poland, East Germany and Czechoslovakia.

*HAROLD INGHAM.*—This firm specialises in Pilgrimages and Educational tours. There are Musicians' parties to Munich and to Vienna for their festivals, and Language Parties at Sorrento and Nice. Also worth noting is an Economy Tour to Athens, costing only 49 gns.

## DIRECTORY

C.I.T., 10, Charles II Street, S.W.1.
Cook's, Berkeley Street, W.1.
Erna Low Travel Service Ltd., 47, Old Brompton Road, S.W.7.
Fairways and Swinford Ltd., 18, St. George Street, W.1.
Fourways Travel Ltd. (Marshall and Snelgrove), Oxford Street, W.1.
Hickie Borman Ltd., 24, Charles II Street, S.W.1.
Horizon Holidays Ltd., 17, Hanover Street, W.1.
F. and W. Ingham Ltd., 26, Old Bond Street, W.1.
Harold Ingham, 15, St. John's Wood, Harrow, Middlesex.
Lunn's, 36, Edgware Road, W.2.
Lammin Tours, 67, Blenheim Terrace, N.W.8.
Milbanke Travel, 175, Piccadilly, W.1.
Motorways Ltd., 85, Knightsbridge, S.W.1.
Poly Travel Ltd., 309, Regent Street, W.1.
Wings Ltd., 48, Park Road, N.W.1.
W.T.A., Gillingham Street, S.W.1.
World Sport and Travel Service, 198, Sloane Street, S.W.1.

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*The Sphere of Travel*

# CRUISING : *Holidays at Sea; on Inland Waterways; and Other Excursions*

**NORWAY**—The Bergen Line ship *Meteor* is at anchor near Gudvangen, in Sogne Fjord. On this page Gordon Cooper refers to several trips which the *Meteor* will be making in Norway and elsewhere during the spring and summer months. One of the cruises in the summer is to Norwegian fjords which are seldom visited. Another is to Spitzbergen.

THE popularity of restful holidays on the water continues unabated, and the various shipping lines are planning during 1959 to expand the scope of their itineraries. The P. & O., for instance, with its sixteen summer cruises—mostly to Mediterranean ports—offers an Equator Cruise at Easter, giving you the opportunity of "crossing the Line," as well as taking you down to the warmth of the tropical Atlantic. This company's first and last cruises of the summer season will go westwards to New York, with calls at Havana or Bermuda.

The Royal Mail Lines are operating the liner *Andes* on eight luxury cruises, each different and one embraces Haifa, Sochi (Black Sea), and Helsinki, while the first tour calls at Trinidad, Antigua and Bermuda. The Orient Line offers two cruises, both in the Mediterranean, leaving Southampton on August 8 and 29.

The Clipper Line, with their popular, completely air-conditioned *Stella Polaris*, will be operating six cruises in 1959: three to the North Cape and Norwegian fjords, two to the Scandinavian capitals, and one to the Mediterranean (including calls at Santorin, Istanbul and Mount Athos). The Bergen Line, with its luxury ship, the *Meteor*, has four spring cruises covering the Mediterranean, Greek Islands, North Africa and the Atlantic Islands. An attractive summer cruise by this ship, sailing on August 19, embraces several Norwegian fjords, Oslo, Copenhagen, Stockholm, Helsinki, Leningrad (for four days, allowing an opportunity to visit Moscow), and Gdynia (offering a side trip to Warsaw). There are also leisurely cruises by the *Meteor* to seldom-visited fjords, and one that includes Spitzbergen.

As usual, both the Society for Hellenic Travel in conjunction with Fairways and Swinford, and Swan's Hellenic Cruises with the Hellenic Travellers Club, are visiting Grecian islands and ancient sites. Distinguished and learned guest lecturers tell you about the history and culture of the areas to be visited. Alternatively, I suggest you study the brochure issued by Oceanways Ltd. This specialist firm for Greece tells how you can plan various excursions (both on land and sea) to the Greek Islands and to classical sites. Specially to be noted is the "Connoisseurs Silver Jubilee Cruise" on a privately-chartered cruise ship visiting Dalmatia, Isles of Greece, and Turkey (September 23 to October 11).

Incidentally, it is also possible this year to pay a week-end visit to Mount Athos, sailing from Piræus and allowing time at this destination to journey on mule-back to Karyes, the tiny capital of the group of monastic communities—a survival, in fact, of the Byzantine Empire in the twentieth century. This is strictly a "men only" excursion, for no female (human or animal) is legally permitted to tread the soil of this rather remote and curious peninsula. The M.V. *Semiramis* used for this unusual cruise also makes, throughout the summer, five-day excursions to the Ægean islands of Crete, Rhodes, Kos, Patmos, Delos and Mykonos. Having made this particular trip, I can personally recommend it, not least because one's fellow-passengers are seldom compatriots. An Athens travel agency (Horizon) can also organise charter voyages in Greek waters.

Other opportunities for holidays afloat include Mediterranean cruises by the m.s. *Oranje* (Nederland Line), and the daily departures from Bergen of the fjord services which go round the North Cape as far as Kirkenes, close to the Soviet frontier. Other sea voyages that are different take you to Iceland from Leith, and to the seldom-visited Faroes. For a very short trip, I recommend the crossing between London and Bremerhaven by Greek Line—a most enjoyable holiday, allowing three nights on land in Germany.

I must also mention cruises of the Dutch, Belgian and French coasts for six or nine days to be made by the *Duke of Lancaster* (British Railways), and a Scottish cruise (West Coast) in September, with a most attractive itinerary, also the week-end cruises by the *Falaise* to French Channel ports.

I would make a brief mention of holidays on inland waterways. There are the ever-popular yacht cruises in Holland and on the Rhine, operated by Yacht Holidays Ltd., European Yacht Cruises Ltd., and Cornelder's.

It is even possible to make a 500-mile river journey between Rotterdam and Basle—right into the heart of Europe—the itinerary up-stream taking six days, down-stream four days. I think a one-way trip suffices. There is also the Göta Canal trip run by Linjebuss, and the truly delectable tours by water-coach on Finland's labyrinth of lakes and rivers (Finland Travel Bureau Ltd.).

I have only skimmed the pick of this year's summer cruises, and I would add that for further suggestions you should consult the brochures of one or other of the specialist travel agents. You might, for instance, be interested in sailing your own yacht or learning sailing at a lake school. There are so many enticing opportunities available.

### DIRECTORY

Cornelder's Travel, 114, Shaftesbury Avenue, London, W.1.
European Yacht Cruises Ltd., 36, Edgware Road, W.2.
Fairways and Swinford Ltd., 18, St. George Street, W.1.
Finland Travel Bureau Ltd., Keskuskatu 1, Helsinki, Finland.

Horizon Travel, 14, Nikis Street, Athens, Greece.
Informal Travels Ltd., 45, Queensway, W.2.
Linjebuss (see under Motoring Holidays).
Oceanways Ltd., 23, Haymarket, S.W.1.
Robertsons (Lerwick) Ltd., Alexandra Wharf, Lerwick (for Faroes).

Swan's Tours, 260, Tottenham Court Road, W.1.
World Holidays Afloat, 114, Shaftesbury Avenue, W.1.
World Sport and Travel Service, 198, Sloane Street, S.W.1.
Yacht Holidays Ltd., 85, Buckingham Palace Road, S.W.1.

## HOLIDAYS IN BRITAIN

DESPITE the attractions of foreign travel, the majority of Britons still prefer to take their holidays in their own country. In any case, like most travelled persons, I invariably return home from my own journeys firm in the conviction that our own country is the best of all—in almost every way. Some months ago I awarded my hotel "Oscar" for the hotel I had liked best in Europe to the Imperial Hotel in Torquay; and a recent visit convinced me that this hostelry is unexcelled in all-round hospitality. In addition, Torquay itself is as pleasant a seaside resort as any in Britain, offering scope, too, for truly enchanting excursions into the countryside of "Glorious Devon."

Second to Devon, I think the Wye Valley is unrivalled for the variety of its attractions: lovely scenery and many places of historic interest, while for the angler it is a paradise, for the Wye is reckoned to be the best river of all for salmon fishing. Monmouth and Ross-on-Wye are two recommended centres. If you have a friend from overseas who has not much time to spare, do recommend this corner of the West Country.

In Wales, I love the Lleyn Peninsula, which still retains in many parts a primitive charm. And if you want to get away from the railways there is surely no better spot than the quaint little village-port of Aberdaron; it lies beside the sea and has some pleasant small hotels. Nearby is the strange island of Bardsey, where 20,000 saints are said to be buried; but to-day it holds only a handful of inhabitants.

Finally, a brief mention of Scotland, where almost every part is a holiday land—at least, as a Scot, I like to think so. Some months ago in these pages I wrote about a visit I paid to south-west Scotland, whose countryside and little towns deserve to be better known. And I know of no more delightful small seaside resort in Britain than Portpatrick (easily reached from Stranraer). But everywhere you go in Galloway makes you think it is a glorious and lovely land.

## WHAT ABOUT THE CHILDREN?

"YES, but what about the children?" has been the final word on many a promising scheme for a holiday abroad. For even though the children are of an age to appreciate and profit by an impression of lands outside Britain, there is still the matter of cost.

Without a doubt, a holiday at some suitable seaside resort is the best answer on where to go. Easily reached are the beaches of Normandy, Brittany, Belgium, Holland and Denmark. In all cases there are fine, safe sands and accommodation at reasonable prices. Perhaps, for a personal preference, I think Denmark is hard to beat. Here you can make a comfortable and easy crossing between Harwich and Esbjerg in nineteen hours, and from the Danish port you can arrive at Fano in a very short time. Fano, with miles of glorious sands, is, indeed, ideal for children. For the parents, there are golf (18 holes), tennis and riding. The scenery on this island is peculiar: marsh meadows, moors, plantations and dunes. Some pleasant excursions can also be made to Ribe and other places in South Jutland.

Two other suggestions, this time in Holland, are Katwijk (easily reached from The Hague and Hook of Holland), which is also a good base for interesting excursions; and Domburg (Zeeland), which is also not difficult to reach, although perhaps not quite so convenient of access as Katwijk. But it is up to all the standards required for children. Of course, there is always the possible snag of a spell of bad weather, but this is one of the unavoidable defects pertaining to any northern resort in Europe.

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# A HOLIDAY ON THE ROAD

*Travelling in Motor Coaches; Taking Your Own Car; and Renting a Car*

IN addition to organised motor-coach tours abroad, there are certain companies which run regular services or circuits, thus enabling you to arrange your own circular tour and avail yourself of stop-overs to suit your wishes. Among these organisations are C.I.A.T. (Italy), A.T.E.S.A. (Spain), Linjebuss, Europabus, and services operated by various national railways. Ask your travel agent for particulars.

Should you be taking your own car abroad, you might like to take advantage of joining a rally. This is best arranged through the Motorists' Travel Club, an organisation which can also help the individual motorist in his arrangements, including the booking of hotel accommodation at planned stops. Then, there is the firm of Motours who arrange planned holidays in which you pick up a car at a fixed starting-point (after flying there) and return it at the finishing-point. Among the routes available is one through Yugoslavia. The firm arranges rebates on hotel bills, as well as providing accommodation at the terminal points.

Should you want to rent a self-drive (or chauffeur-driven) car abroad, various firms can help you. I can recommend the services of B.E.A., Ryan's Car Hire, Daimler Car Hire, and Davy's. In most countries you need only your British driving licence, but where an International Driving Licence is required this can be obtained for a few shillings from the R.A.C. or A.A. Incidentally, when hiring a car on the spot abroad the deposit can usually be made in the form of travellers' cheques which are returned to you on completion of the hire. By dealing with a British firm at home the deposit is, however, made in sterling; there are also other advantages.

In planning your itinerary, avoid as far as possible main roads, for they are usually very crowded; and don't try to cover excessive mileages, as you cannot appreciate properly the countryside through which you are passing. I find 100 to 125 miles an average day's run. Your motoring organisation can supply detailed itineraries, and Daimler Hire publish a book giving details of twenty-six tours in the U.K. and eleven on the Continent. The details of each tour include mileage estimates; likely duration of tour and the salient points of interest to be seen on each route.

**DIRECTORY**

Ryan's Car Hire Ltd., 29, Bury Street, W.1.
Daimler Car Hire Ltd., 243, Knightsbridge, S.W.7.
Davy's Car Hire, Arlington House, Arlington Street, S.W.1.
Motorists' Travel Club, 5, Down Street, W.1.
Motours, 16, Catherine Place, S.W.1.
Linjebuss: U.K. agents—British and Northern Shipping Agency Ltd., Marlow House, Lloyd's Avenue, E.C.3.

**SWITZERLAND**—The town of Vevey looks out over Lake Geneva. From the ancient church of St. Martin on the hill behind the town the head of the lake can be seen.

**FRANCE**—From the cliff the camera looks down on the bay at Perros-Guirec, an attractive seaside resort on the coast of Brittany. This coastline is a favourite area for Britons.

# HOLIDAYS WITH A DIFFERENCE

**Exploring Iceland**

For those people with a sense of adventure and who are prepared to forgo the luxuries of travel, there is a holiday in Iceland which comprises a week's tour of uninhabited country surrounding Mount Hekla, the country's most famous volcano (last eruption 1947). Most of the tour will be by pony, the party proceeding at leisurely pace past geysers, glaciers, mountains, lakes and lava grottoes for which Iceland is famous. Nights will be spent in tents or huts. These 7-day tours leave Reykjavik on July 12 and August 5. Reykjavik is less than four hours away from Britain by air, and there are regular steamer services from Leith, Scotland. For further information, apply to the ICELAND TOURIST INFORMATION BUREAU, but bookings must be made through a travel agent.

**Behind the "Iron Curtain"**

PROGRESSIVE TOURS LTD. is a firm specialising in holidays in the Soviet Union, Czechoslovakia, Hungary, Bulgaria, Rumania and Albania. The most interesting conducted tours from London in 1959 are: a comprehensive tour of Albania in August; May Day in Moscow, giving four days in Leningrad and eleven days in Moscow; and a coach tour of Hungary covering six towns and including a stay on Lake Balaton.

For Poland, FREGATA TRAVEL LTD. is a recommended specialist firm. Generally speaking, this country offers much more to the individual traveller than to organised groups, but coach tours (beginning and ending in Warsaw) are available. A motoring holiday is the most rewarding way of seeing the country, and many of the roads are excellent, while the traveller is free to go where and when he pleases. Hotels are also good. Incidentally, a middle-aged friend made a cycle tour of Poland last summer, and enjoyed the experience thoroughly. Everywhere he was most kindly received by the inhabitants.

**Meet the Danes**

There is no better way of doing something practical about international friendship than to get to know personally the people of the country in which you are travelling. This is easy in Denmark, where the NATIONAL TRAVEL ASSOCIATION maintains a Personal Information Department. It has on its files the names of thousands of Danes who ask the privilege of playing host to you. Every profession and occupation in the land is represented. Once you've found your opposite number on the lists of the P.I.D., you'll be asked to his home for a meal. All of this group speak English, so there will be no language difficulties; nor are there any fees or strings attached to this offer; the only objective is friendship. It might easily, indeed, give you the most delightful holiday experience you've ever had. For further details, apply to "Personal Information Service," NATIONAL TRAVEL ASSOCIATION, Copenhagen.

**Holidays in the U.S.A. and Canada**

Various travel agents are now offering tours to these dollar countries. For the independent traveller, the SHIRLEY JAMES TRAVEL SERVICE is a recommendation, while for organised tours there is the AMERICAN EXPRESS, also COOK'S.

**Mountaineering**

There are mountaineering schools at Heiligenblut and Innsbruck (Austria) and at Rosenlaui (Bernese Oberland). At each place there are short courses. Both WORLD SPORT AND TRAVEL SERVICE and F. AND W. INGHAM can also be helpful in this kind of holiday. The latter firm is the U.K. representative of the Austrian Alpine Club.

**Active Art**

Summer art schools are operated in many parts of Europe by the EUROPEAN ART STUDIO. This organisation also offers tours in Scandinavia and Italy for those interested in architecture and design. The W.T.A. and HAROLD INGHAM are likewise interested in providing facilities for those with a desire to engage in active art.

**Barbary Tours**

The only firm specialising in party travel to Morocco is BARBARY TOURS. Obviously midsummer is not the time to visit this fascinating corner of Africa, but very pleasant tours are available in the spring and autumn. Besides taking you to the main centres, several little-known oases in the Sahara are also on the itineraries, including Tiznit, Tafraout, Ourzazate, Erfoud and many more. This is the kind of holiday that enchants me.

**By Bus to North Cape**

Twelve combined steamer and bus tours to the North Cape will be operated next summer by NORD NOREGE-BUSSEN, in conjunction with Norwegian coastal vessels. The tours will start and end at Narvik and cost £35. Six of the tours will be by bus from Narvik to the North Cape, returning by steamer from Honningsvag. The other six will comprise bus travel Narvik-Harstad, steamer northwards from there, and the southbound journey by coach.

**Gardens Cruises from Scotland**

Three cruises are to be run this spring by the *Meteor*, under charter to the NATIONAL TRUST FOR SCOTLAND, to famous gardens, islands and castles. They will be on May 6 from Leith to Oban; on May 14 from Oban to Cork and North Wales; and on May 23 from Ardrossan on a tour of Scottish castles on the coastline.

**DIRECTORY**

American Express, 6, Haymarket, S.W.1.
Austrian Alpine Club, 26, Old Bond Street, W.1
Barbary Tours, Shepherdswell, near Dover, Kent.
European Art Studio, 39, James Street, W.1.
Fregata Travel Ltd., 122, Wardour Street, W.1.
Iceland Tourist Office, 161, Piccadilly, W.1.
National Trust for Scotland, 5, Charlotte Square, Edinburgh.
Progressive Tours Ltd., 100A, Rochester Row, S.W.1.
Shirley James Travel Service, 4, West Halkin Street, S.W.1

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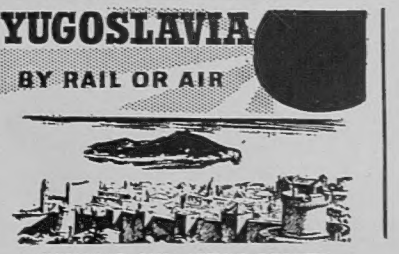

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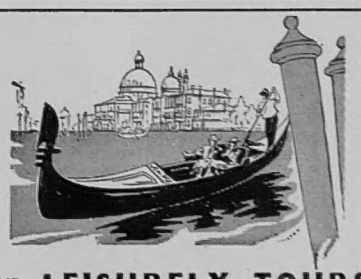

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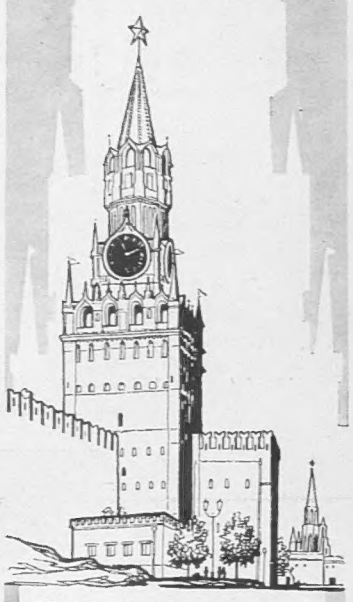

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# TRAVEL AGENTS' PROGRAMMES

*A Glimpse at Some of the Brochures which Have Been Issued for This Year*

A rash of travel agents' programmes has broken out all over the country. Thousands of them have been thrust into letterboxes during the past few days and many more will be handed over counters in response to the annual migratory restlessness which attacks everyone at this season of the year.

Do not be misled by the catch-penny prices which may intrigue the pocket but offend the eye. True, such holidays can be excellent value for money but, as any wise booking-clerk will tell you, there is much better in smaller type. It is not often appreciated that travel agents cater for a wide range of tastes and are as able to accommodate you in a de luxe hotel as they are in a humble pension in a back street. And it is complete nonsense to imagine that you can only make your arrangements through a travel agent by travelling in a party. That is yester-year. Their clients to-day travel as individuals. Only Americans like the comfort of a group. Most travel agents to-day can provide you with travel and accommodation of your own choice with the added advantage of being able to enjoy their services at strategic points *en route*.

There is a mistaken idea that travel agents use only one or two hotels in a resort. Larger firms have arrangements with as many as you will find featured in a motoring association guide, and chosen for the same reasons, too. Those hotels which are not included have some very good reason for not "working through" a travel agent, like one hotel in Provence, whose proprietor stated blandly that travel agents want to see passports. Unless you want to travel incognito or without your wife, certain of these establishments are best avoided.

Looking through two of the leading agents' programmes for 1959, it is noticeable that almost more than half their offers include accommodation at first-class hotels and a sizeable proportion at de luxe. For an example, at Lucerne the Carlton Tivoli and the Schweizerhof are among those included. Other first-rate hotels used in Switzerland which can be named are the Victoria Jungfrau, at Interlaken, and the Montreux Palace, at Montreux.

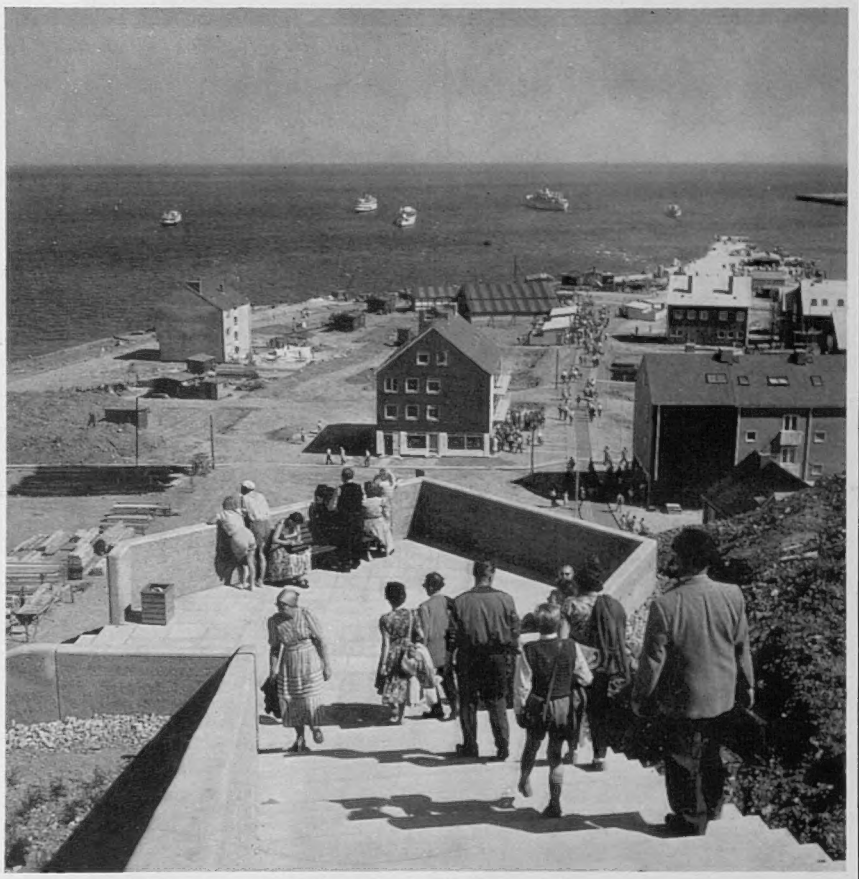
The price range of inclusive holidays organised by travel agents is considerable. At Lugano, for instance, a fourteen-day holiday can cost you as little as £40 or as much as £75. At Santa Margherita, travelling there by air, a fortnight's holiday is quoted by one agent (according to the hotel used) at prices varying from £73 to £86. Possibly one of the best hotels in Norway is the Brakanes, at Ulvik. Here, travelling by the Bergen Line steamer, £50 is quoted for a two-week holiday, occupying a room with bath, and overlooking one of the most delightful fjords in Norway.

There are still tours, of course, but mostly by motor-coach. They are not of the day-trippers' type, judging by the charges. One Grand Tour is priced at 185 gns. But most of them are around the £60 to £70 mark.

Once again, escorted tours to the United States and Canada are being run by several agents; an inclusive charge of 265 gns. is typical for a thirty-two-day holiday, travelling out in the R.M.S. *Mauretania* and returning by the S.S. *Carinthia*. Itineraries are essentially sightseeing, for that 's what people want on such a brief all-embracing holiday. On the eighth day there is a waterfront view of the Statue of Liberty; on the twelfth day there is Philadelphia and the "Liberty Bell," followed in quick succession by visits to Washington, Buffalo—for the Niagara Falls—and then on to Canada for Toronto, Ottawa, Montreal and Quebec.

Music festivals, yacht holidays, visits to the U.S.S.R. and Czechoslovakia, are all to be found. While there is a good deal of fun to be had from making your own arrangements, it is comforting to leave all the office-boy work to people who know more about it than you do yourself. As one American lady once said, "I always use a travel agent as an insurance. You can always blame him when you get back!"

W. D. C. C.



**GERMANY**—Holiday-makers in Heligoland walk down towards the sea. Noted for its wonderful air and its curious red rocks, it is also remarkable for the fact that it is exempt from Customs duties. On this island off the northern coast are many varieties of birds.

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# IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

*Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor,* THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

MANY HAPPY DAYS AHEAD is my New Year's wish, for I am thinking ahead to the annual holiday. I have in mind, too, Easter and Whitsuntide, week-ends lengthened by daylight-saving hours; as well as those happy days when, forced to go away to recuperate, we once more have a new zest in living.

Days are always happier when we can plan ahead. If it is holidays for children of school age one cannot make one's arrangements too early. A big percentage of families stay at the same hotel year after year, thus hotel accommodation—always at a premium in the school holiday period—may need some hunting for, even at this early date.

Here is some news for those who are prepared to profit by my advice to book early. Mr. Kenneth Temple, who has made such a great success of his family holiday Hotel Hermanus at Winterton-on-Sea, on the Norfolk coast, has taken over the once Grand at Mundesley-on-Sea in the same county. Refurnishing, redecorating and re-equipping it from roof to basement, he will be opening it at Easter as The Hotel Continental.

As at Hotel Hermanus, everything will be laid on for the maximum enjoyment of parents and children. There will be a children's nursery, qualified nannies, special provision for teen-agers, private bathrooms, a lift to all floors and a full licence. The Norfolk coast has a remarkable record for dry holiday weather and, as Mundesley is renowned for its sunshine, sands and comparative unspoiltness, enquiries should be sent without delay to Mr. Kenneth H. Temple at (pending Hotel Continental opening) The Hotel Hermanus, Winterton-on-Sea.

From Norfolk to North Devon is a far cry, but it would be appropriate in considering this problem of family holidays to focus the limelight on three hotels under the same managerial direction in the Barnstaple area. They are the ninety-bedroom Saunton Sands Hotel, overlooking the golf links of that name, The Marine Hotel at Instow, on the estuary of the Torridge, and nearby Tapeley Park Hotel, a country mansion, once the home of the Christie family, where one can still enjoy the comforts and the *objets d'art* with which they endowed themselves.

The advantage of fixing one's family holiday at one or other of these hotels is that there are interchangeable facilities for meals, so one can stay at Tapeley Park, for example, play golf or squash, dance, swim or surf-bathe at Saunton Sands, or make use of The Marine at Instow for its admirable sailing facilities. Then, for those who would enjoy motoring expeditions, Exmoor and the North Devon coastline abound with scenic charm and historic interest.

In writing of holidays ahead, writers often fall into the error of concentrating on the seaside and forgetting the countryside. The family man with teen-agers might well consider the attractions of the Cotswolds. An hotel I hold in high regard for holidays at any time is Stratton House, one mile out of Cirencester on the Gloucester road. Standing well back from the road in a pleasant garden, it has, since Major R. L. Otter-Barry acquired it, gained considerably in prestige. At one time its clientele were mainly residential, but now Stratton House has the status of a first-class licensed hotel with cocktail bar and an enviable reputation for food and wine. Stratton House and its neighbourhood offer manifold scope, for the hotel itself has its own tennis court and offers free golf. Lovers of the horse are attracted to the area by the local polo matches, the horse trials at Badminton and racing at nearby Cheltenham, and there is no need to enlarge on the advantage of the Cotswolds from a motoring or walking angle. One other advantage of Cirencester which should be stressed is its geographical location for motorists travelling to and from their seaside holiday objectives in Devon, Cornwall or the Dorset and Hampshire seaboard. Stratton House, as do my other recommendations in Cirencester itself, The King's Head, The Fleece (Trust House) and the smaller Crown (a Simonds hotel), cater for the one-night motorist.

Here I would add a word of warning which applies everywhere—book your accommodation in advance to avoid sleeping the night in your car. Every year I have emphasised the importance, where one can, of taking one's annual holiday outside the school holiday period, and I feel the public at large are heeding this advice. But there is still plenty of room in May, often a delightful month, and, curiously enough, in the first three weeks of July.

I hope that many of my readers will plan to visit Ireland this year, and when I say Ireland I mean the whole of it. A comfortable circuit of the whole country can be made in three weeks and one must have a car. For less than three weeks it is cheaper to hire a self-drive one over there, but if you are going to take your own, make certain of your shipment both ways well ahead. I shall be pleased to supply a route and list of recommended hotels on application, also itineraries covering Scotland, England and Wales.

Finally, a few lines on the immediate months ahead. Many hotels will be open and ready to welcome men and women on business bent, honeymooners, or, as I hinted earlier in this article, an enforced stay at an hotel for recuperative reasons. Tell me the district you may be interested in and I will try and supply the answer. Meanwhile, here are just a few hotels taken at random where my wife and I would gladly stay in the next few months for a night or a week or more. *Craxton Wood Hotel and Club,* Ledsham, near Chester; an admirable place to know about for those whose vocations take them to Merseyside. *Tillmouth Park Hotel* at Cornhill-on-Tweed, where those journeying to and from Scotland will find warmth, a welcome, and surprisingly good food and wine. *Bath Hotel,* Worthing, which, facing south and with two acres of gardens, is a comfortable, friendly seaside hotel whatever the time of the year. *Whately Hall Hotel,* Banbury, on the main Aylesbury–Warwick–Birmingham road, is one to remember for an overnight stop or a good meal in an atmosphere of well-regulated warmth.


**BATH, Somerset. LANSDOWN GROVE HOTEL**
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**CIRENCESTER, Gloucestershire. KING'S HEAD**
Where Roundheads and Royalists once clashed, modern travellers enjoy a bedroom with private bath, and excellent food in a gay restaurant. Tel.: 677.

**CIRENCESTER, Cotswolds. STRATTON HOUSE HOTEL**
A most hospitable Country Hotel where modern comforts blend happily with seventeenth-century charm. Bedrooms and suites with private bath. Licensed. Renowned cuisine. TV. Free Golf. Tel.: 836.

**CONNEL FERRY. FALLS OF LORA HOTEL**
All touring the Western Highlands should note this charmingly-positioned hotel, fully-licensed and open all year round. Ideal base from which to visit the Inner and Outer Hebrides, via Oban (5 miles). Own farm produce. Tel.: Connel 202.

**DUBLIN. THE GRESHAM HOTEL**
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**LONDON, N.W.4. HENDON HALL**
First-class, 20 mins. West End. Excellent cuisine; fully licensed. Phone all rooms; suites. Putting, Swimming Pool. Adjoins Golf Club. Sunnyhill 3341.

**LYME REGIS, Dorset. THE BAY HOTEL**
Sun, seascape, shining cleanliness and honest fare are the attributes of this personally conducted hotel on the level. Open all year. Tel.: 59.

**NORFOLK ST., STRAND, LONDON. HOWARD HOTEL**
Situated on the boundary of the City and West End, yet free from the noise and bustle of the main thoroughfare. There are 200 rooms, each with hot and cold running water, many with private bath. Restaurant—Cocktail Bar—Rooms for Meetings and private functions. By TEMPLE and ALDWYCH Stations. Reduced charges from Nov.–April, special terms on application to General Manager. *Telephone:* Temple Bar 4400.

**NR. OXFORD, WESTON-ON-THE-GREEN. WESTON MANOR HOTEL**
9 miles from Oxford. Admirable touring centre. Genuinely historic, gastronomically interesting. Charmingly furnished. Squash. Swimming pool. Week-end dances. Fully licensed. Resident owner, Mrs. M. L. Sears. Tel.: Bletchington 260.

**RAVENSCAR, Nr. Scarborough. RAVEN HALL**
A self-contained, fully-licensed holiday hotel. Terms from 42s. a day cover use of hotel swimming-pool, Golf, Putting, Tennis, Bowls, Billiards, Dancing (Orchestra), Cinema, TV. Tel.: Cloughton 233.

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(52 bedrooms, some with private bath) occupies commanding position overlooking sea and sands. Dancing, tennis, garage. Golf and Riding Stables in the vicinity. Children very welcome.

**ST. MAWES, S. Cornwall. HOTEL TRESANTON**
Small and luxurious. Set in sub-tropical gardens. Overlooking the sea. First-class food and service. Closed February. Club Bar. Tel.: 322.

**SIDMOUTH, Devon. VICTORIA HOTEL**
Open all year and with full key staff offers exceptional value—from 9 gns. a week inclusive—for those seeking congenial winter quarters. Menus of ample choice. Plenty of warmth and service. Lift. Billiards and Bridge. COME and be spoilt! Tel.: 951.

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**WESTONBIRT, Nr. Tetbury, Glos. HARE & HOUNDS**
A comfortable base for a Cotswold holiday. An admirable objective when motoring. Tennis, squash. Cocktail Bar. Famous Arboretum adjoins. Tel.: 233.

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